Mecklenburg Jeffersonian.

"The powers granted under the Constitution, being derived from the People of the United States, may be resumed by them, whenever perverted to their injury or oppression."—Madison.

VOLUME 3, } CHARLOTTE, N. C., MARCH 28, 1843. { NUMBER 105.

EDITED AND PUBLISHED WEEKLY, BY
JOSEPH W. HAMPTON.

TERMS.

The "*Mecklenburg Jeffersonian*" is published weekly, at *Two Dollars and Fifty Cents*, if paid in advance; or *Three Dollars*, if not paid before the expiration of THREE MONTHS from the time of subscribing. Any person who will procure six subscribers and become responsible for their subscription shall have a copy of the paper gratis;—or, a club of *ten* subscribers may have the paper one year for *Twenty Dollars* in advance.

No paper will be discontinued while the subscriber owes any thing, if he is able to pay;—and a failure to notify the Editor of a wish to discontinue at least ONE MONTH before the expiration of the time paid for, will be considered a new engagement.

Original Subscribers will not be allowed to discontinue the paper before the expiration of the first year without paying for a full year's subscription.

Advertisements will be conspicuously and correctly inserted at *One Dollar* per square for the first insertion, and *Twenty-five Cents* for each continuance—except Court and other judicial advertisements, which will be charged *twenty-five per cent.* higher than the above rates, (owing to the delay, generally, attendant upon collections). A liberal discount will be made to those who advertise by the year. Advertisements sent in for publication, must be marked with the number of insertions desired, or they will be published until forbid and charged accordingly

☞ Letters to the Editor, unless containing money in sums of *Five Dollars*, or over, must come free of postage, or the amount paid at the office here will be charged to the writer in every instance, and collected as other accounts.

Proposals

FOR carrying the Mails of the United States, from the 1st of July, 1843, to the 30th of June, 1847, inclusive, in North Carolina, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 3 o'clock P. M. of the 13th day of April, 1843, (to be decided by the 1st day of May,) on the routes and in the manner and time herein specified, viz:

NORTH CAROLINA.

2801 From Raleigh by Forestville, Franklinton, Staunton, Henderson, Ridgeway, Macon Depot and Littleton to Gaston, 87 miles and back, daily in rail road cars.

Leave Raleigh daily at 11 a m, arrive at Gaston same days by 7 p m.

Leave Gaston daily at 2½ a m, arrive at Raleigh same days by 10 a m.

2802 From Raleigh by Middle Creek and Averysburg to Fayetteville, 60 miles and back, six times a week in two horse coaches.

Leave Raleigh every day (except Sunday) at 12 m, arrive at Fayetteville next days by 3 a m.

Leave Fayetteville every day (except Sunday) a 6 p m, arrive at Raleigh next days by 9 a m.

Proposals are invited to carry the great Northern and Southern mails, daily, on this route, by the following schedule, in wagons or such other vehicles as the contractor may select, so constructed as to secure the mails, and protect them against the weather.

Leave Raleigh daily at 11 a m, arrive at Fayetteville same day by 9 p m.

Leave Fayetteville daily at 12 night, arrive at Raleigh in 10 hours by 10 a m.

Proposals are also invited for the transportation of the great mail on the direct road from Raleigh to Columbia, S. C., via Rockingham, N. C.

2803 From Raleigh by Eagle Rock, Wakefield, Stanhope and Nashville, to Rocky Mount, 56 miles and back, three times a week, in two-horse coaches.

Leave Raleigh every Sunday, Tuesday and Thursday at 5 a m, arrive at Rocky Mount same days by 10 p m.

Leave Rocky Mount every Monday, Wednesday, and Friday at 6 a m, arrive at Raleigh same days by 10 p. m.

2804 From Raleigh by Holly Springs, Haywood, Long Street, Rollin's Store and Pocket, to Johnsonville, 57 miles and back, once a week.

Leave Raleigh every Friday at 11 a m, arrive at Johnsonvill next day by 8 p m.

Leave Johnsonville every Sunday at 6 a m, arrive at Raleigh next day by 4 p m.

2805 From Raleigh by Moringsville, Chapel Hill, Hillsboro', Mason Hall, Trollinger's Bridge, Haw River, Albright's and Allemance, to Greensboro', 86 miles and back, three times a week, in four-horse post coaches.

Leave Raleigh every Monday Wednesday and Friday at 12 m, arrive at Greensboro' next days by 12 m.

Leave Greensboro' every Monday, Wednesday and Friday at 10 a m, arrive at Raleigh next days by 10 a m.

Proposals to supply Trollinger's Bridge three times a week on horse from Haw River will be considered.

2806 From Raleigh by Kelvin Grove, Roger's Store, Fishdam, Stagville, Red Mountain, Cameron's Mills and Van Hook's store, to Roxboro', 56 miles, and return by Mount Tirza, Red Mountain, Round Hill, Stagville and Flemington, to Raleigh, 52 miles—equal to 54 miles and back, once a week.

Leave Raleigh every Friday at 11 a m, arrive at Roxboro' next day by 12 m.

Leave Roxboro' every Thursday at 5 a m, arrive at Raleigh next day by 9 a m.

2807 From Raleigh by Grove, Hackney's X Roads, Pittsboro', St. Lawrence, Marley's Mills, Lynesville, Asheboro', Spencer's Cotton Grove, to Salisbury, 115 miles and back, twice a week, in two-horse coaches.

Leave Raleigh every Wednesday and Saturday at 11 a m, arrive at Salisbury next days by 12 p m.

Leave Salisbury every Wednesday and Saturday at 9 a m, arrive at Raleigh next days by 9 p m.

☞ Proposals to run three times a week; also in four-horse post coaches will be considered.

2808. From Raleigh by Bushee's Store, Smithfield, Boon Hill to Waynesboro' 51 miles and back, three times a week in two-horse coaches.

Leave Raleigh every Monday, Wednesday and Friday at 4 a m, arrive at Waynesboro' same days by 9 p m.

Leave Waynesboro' every Tuesday, Thursday and Saturday at 1 p m, arrive at Raleigh same days by 6 p m.

Proposals to carry on horse are invited.

2809 From Forestville by New Light, Wilton and Granville to Oxford, 42 miles and back, twice a week, in two-horse coaches.

Leave Forestville every Wednesday and Saturday after arrival of the mail from Raleigh, say 1 p m, arrive at Oxford next days by 12 m.

Leave Oxford every Tuesday and Friday at 8 a m, arrive at Forestville next day by 8 a m.

2810 From Forestville to Rollesville, 6 miles and back twice a week. Leave Forestville every Monday and Thursday at 1 p m, arrive at Rollesville same days by 3 p m.

Leave Rollesville every Monday and Thursday, at 6 a m, arrive at Forestville same days by 8 a m.

2811 From Fayetteville by Davis' Springs, Randallsville, Montpelier, Laurel Hill and Brightsville to Cheraw, 72 miles and back, six times a week, in two horse coaches.

Leave Fayetteville every day (except Sunday) at 4 a m, arrive at Cheraw same days by 11 p m.

Leave Cheraw every day (except Sunday) at 12 p m, arrive at Fayetteville next days by 5 p m.

Proposals are invited to carry the great Northern and Southern mails daily on this route, by the following schedule, in wagons or such other vehicles as the contractor may select, so constructed as to secure the mails and protect them from the weather.

Leave Fayetteville daily at 10 p m, arrive at Cheraw next day by 10 a m.

Leave Cherawdaily at 11 a m, arrive at Fayetteville same days by 11 p m.

Proposals are also invited for the transportation of the great mail on the direct road from Raleigh, N. C., to Columbia, S. C., via Rockingham, N. C.

2812 From Fayetteville by St. Paul's, Lumberton, Leesville, Gaddysville, and Marion c. h, S. C., to Jeffry's Creek, S. C., 85 miles and back, three times a week, in sulkies.

Leave Fayetteville every Sunday, Tuesday and Thursday at 6 a m, arrive at Jeffry's Creek next days by 4 p m.

Leave Jeffry's Creek every Tuesday, Thursday and Saturday at 6 a m, arrive at Fayetteville next days by 4 p m.

2813 From Fayetteville by Murchison's Mills, Johnsonville, Crain's Creek, Caronish, Carthage, Caladonia, Oak Corner, Sugg's Bridge, Uharee, Lassitas, Hill's Store, Salem Church, Mount Lebanon, and Healing Springs, to Salisbury, 116 miles and back, twice a week, in two horse coaches.

Leave Fayetteville every Monday and Thursday at 6 a m, arrive at Salisbury every Wednesday and Saturday by 5 p m.

Leave Salisbury every Monday and Thursday at 6 a m, arrive at Fayetteville every Wednesday and Saturday by 5 p m.

Proposals to carry on horse or in sulkies are invited.

2814 From Fayetteville by Argyle, Solemn Grove, New Gilead, Clark's Mills, to Macedonia, and Butler's Mills, to Lawrenceville, 70 miles and back, once a week.

Leave Fayetteville every Wednesday at 6 a m, arrive at Lawrenceville next day by 5 p m.

Leave Lawrenceville every Monday at 6 a m, arrive at Fayetteville next day by 4 p m.

2815 From Fayetteville by Prospect Hall, Elizabethtown, Westbrook, and Robinson's to Wilmington, 85 miles and back, three times a week, in sulkies.

Leave Fayetteville every Monday, Wednesday and Friday at 10 a m, arrive at Wilmington next days by 9 a m.

Leave Wilmington every Tuesday, Thursday and Saturday at 10 a m, arrive at Fayetteville next days by 9 a m.

Proposals to carry on horse will be considered.

2816 From Fayetteville by Clinton to Warsaw, 49 miles and back, three times a week in two horse coaches.

Leave Fayetteville every Sunday, Tuesday and Thursday at 6 p m, arrive at Warsaw next days by 8 a m.

Leave Warsaw every Monday, Wednesday and Friday at 2 p m, arrive at Fayetteville next days by 4 a m.

2817 From Lumberton by Philadelphus, Bolivar, Cowper Hill, Stewartsville, Queensdale and Alfordsville to Lumberton, equal to 35 miles, once a week.

Leave Lumberton every Friday at 6 a m, arrive at Stewartsville next day by 9 a m, and return to Lumberton same day by 8 p m.

2818 From Elizabethtown by Big Swamp, Porter's Swamp, Fair Bluff, Gum Swamp, White Marsh, Whitesville and Western Prong to Elizabethtown, equal to 51 miles once a week.

Leave Elizabethtown every Friday at 6 a m, arrive at Fair Bluff same day by 8 p m.

Leave Fair Bluff every Saturday at 6 a m, arrive at Elizabethtown next day by 2 p m.

2819 From Porter's Swamp by Princess Ann to Leesville, 15 miles and back, once a week.

Leave Porter's Swamp every Thursday at 8 a m, arrive at Leesville same day by 12 m.

Leave Leesville every Thursday at 1 p m, arrive at Porter's Swamp same day by 5 p m.

2820 From Tarboro by Oak Grove, Stantonsburg, to Waynesboro, 50 miles and back, once a week.

Leave Tarboro every Wednesday at 11 a m, arrive at Waynesboro next day by 12 m.

Leave Waynesboro every Thursday at 2 m, arrive at Tarboro next day by 12 p m.

2821 From Rocky Mount by Tarboro, Sparta, Faulkland, Greenville and Pactolus to Washington, 70 miles and back, three times a week in two horse coaches.

Leave Rocky Mount every Monday, Wednesday and Friday at 6 a m, arrive at Washington next days by 1 a m.

Leave Washington every Sunday, Tuesday and Thursday at 6 a m, arrive at Rocky Mount next days by 1 a m.

2822 From Weldon by Halifax, Enfield, Battleboro, Rocky Mount, Vicksville, Tossnott Depot, Nahunta, Waynesboro, Goldsboro, Dudley, Faison's Depot, Warsaw, Strickland's Depot, Washington Depot, Wilmington and Smithville to Charleston, S. C., 320 miles and back, in railroad cars and steamboats.

Leave Weldon daily at 2 a m, arrive at Charleston next days by 7 a m.

Leave Charleston daily at 3 p m, arrive a Weldon next days by 7½ p m.

Proposals are invited to carry the mail from Wilmington to Winyaw Bay in coaches, wagons or toher suitable vehicles, and from Winyaw Bay to Charleston in steamboats, in lieu of steamboat service down the Cape Fear River, and by sea to Charleston, the schedules of arrivals and departures to be so arranged as to form perfect connexions with the railroads at Wilmington and Charleston.

2823 From Weldon to Raleigh, 90 miles and back, daily in wagons or such other vehicles as the contractor may select, so constructed as to convey the great Northern and Southern mails and secure them against loss and the weather.

Leave Weldon daily at 7 p m, arrive at Raleigh next days by 10 a m.

Leave Raleigh daily at 11 a m, arrive at Weldon next days by 2 a m.

Proposals to end this route at Littleton or the nearest point on the Gaston and Raleigh railroad will be considered.

2824 From Clinton, by Taylor's Bridge and Lisburn to Gravely Hill, 29 miles and back, once a week.

Leave Clinton every Tuesday at 5 a m, arrive at Gravely Hill same day by 12 m.

Leave Gravely Hill every Tuesday at 1 p m, arrive at Clinton same day by 8 p m.

2825 From Clinton to Cox's store, 20 miles and back, once a week.

Leave Clinton every Friday at 6 a m, arrive at Cox's store same day by 12 m.

Leave Cox's store every Friday at 1 p m, arrive at Clinton same day by 7 p m.

2826 From Taylor's Bridge, by Harel's store, Moore's Creek and Long Creek to Wilmington, 54 miles and back, once a week. Black River Chapel to be supplied on return trip.

Leave Taylor's Bridge every Tuesday at 12 m, arrive at Wilmington next day by 6 p m.

Leave Wilmington every Monday at 6 a m, arrive at Taylor's Brige next day by 11 a m.

2827 From Warsaw, by Kenansville, Hallsville, Tuckahoe and Comfort, to Trenton, 51 miles and back, once a week.

Leave Warsaw every Friday at 3 p m, arrive at Trenton next day by 8 p m.

Leave Trenton every Thursday at 6 a m, arrive at Warsaw next day by 10 a m.

2828 From Waynesboro' to Falling Creek, 15 miles and back, once a week.

Leave Waynesboro' every Friday at 1 p m, arrive at Falling Creek same day by 6 p m.

Leave Falling Creek every Friday at 6 a m, arrive at Waynesboro' same day by 11 a m.

2829 From Waynesboro', by Whitfield's mills, Sleepy Creek and Jericho, to Strabane, 29 miles and back once a week.

Leave Waynesboro' every Thursday at 10 a m, arrive at Strabane same day by 8 p m.

Leave Strabane every Friday at 5 a m, arrive at Waynesboro' same day by 3 p m.

2830 From Comfort, by Richland, Onslow c h, and French Mills to Swansboro', 45 miles and back, once a week.

Leave Comfort every Saturday at 7 a m, arrive at Swansboro' next day by 12 m.

Leave Swansboro every Thursday at 1 p m, arrive at Comfort next day by 6 p m.

2831 From Onslow c h by Snead's Ferry, Stump Sound and Topsail Sound, to Wilmington, 53 miles and back, once a week.

Leave Onslow c h every Monday at 6 a m, arrive at Wilmington next day, by 4 p m.

Leave Wilmington every Wednesday at 6 a m, arrive at Onslow c h next day by 4 p m.

2832 From Beaufort to Pilottown, 85 miles and back, once a week, by water.

Leave Beaufort every Monday at 6 a m, arrive at Pilottown every Wednesday by 6 p m.

Leave Pilottown every Thursday at 6 a m, arrive at Beaufort every Saturday by 6 p m.

2833 From Newbern by Polloksville, Trenton, Kinston and Moseley Hall, to Waynesboro, 74 miles and back, three times a week, in two horse coaches.

Leave Newbern every Monday, Wednesday and Friday, after the arrival of the mail from Weldon, say at 2 a m, arrive at Waynesboro' same days by 12 p m.

Leave Waynesboro' every Tuesday, Thursday and Saturday at 2 a m, arrive at Newbern same days by 12 p m.

Proposals for four horse coach service will be considered.

2834 From Newbern, by Cravensville, to Beaufort, 48 miles and back, three times a week, in two horse coaches.

Leave Newbern every Sunday, Wednesday and Friday at 7 a m, arrive at Beaufort same days by 5 p m.

Leave Beaufort every Tuesday, Thursday and Saturday at 7 a m, arrive at Newbern same days by 5 p m.

2835 From Newbern to Milton Park, 20 miles and back, once a week.

Leave Newbern every Saturday at 1 p m, arrive at Milton Park same day by 8 p m.

Leave Milton Park every Saturday at 5 a m, arrive at Newbern same day by 12 m.

2836 From Newbern to Core Creek, 22 miles and back, once a week.

Leave Newbern every Saturday at 1 p m, arrive at Core Creek same day by 8 p m.

Leave Core Creek Saturday at 5 a m, arrive at Newbern same day by 12 m.

2837 From Polloksville, by Cross Roads, to Hadnot's, 22 miles and back, once a week.

Leave Polloksville every Friday at 1 p m, arrive at Hadnot's same day by 7 p m.

Leave Hadnot's every Friday at 5 a m, arrive at Polloksville same day by 12 m.

2838 From Stantonburg, by Speight's Bridge, Snow Hill, Hookerstown, Airy Grove, Kinston, Strabane, Albertson's, Saructa and Kenansville, to Warsaw, 80 miles and back, once a week.

Leave Stantonburg every Friday at 5 a m, arrive at Warsaw next day by 6 p m.

Leave Warsaw every Wednesday at 5 a m, arrive at Stantonburg next day by 6 p m.

2839 From Greenville, by Hookerstown and Snow Hill to Goldsborough, 50 miles and back, twice a week.

Leave Greenville every Tuesday and Friday at 5 a m, arrive at Goldsborough same days by 9 p m.

Leave Goldsborough every Wednesday and Saturday at 5 a m, arrive at Greenville same days by 9 p m.

Leave Greensboro' every Tuesday, Thusday and

Proposals for 2 horse coach service will be considered.

2840 From Hookerstown to Johnson's Mills, 20 miles and back, once a week.

Leave Hookerstown every Friday at 1 p m, arrive at Johnson's Mills same day by 7 p m.

Leave Johnson's Mills every Friday at 5 a m, arrive at Hookerstown same day by 11 a m.

2841 From Washington, by Bath, Pungo bridge, Pantego, Leechville, Germanton, Swan Quarter c h, and Lake Landing, to Middletown, 96 miles and back, twice a week to Bath, 20 miles; and once a week the remainder of the route.

Leave Washington every Saturday at 1 p m, arrive at Bath same day by 6 p m.

Leave Bath every Saturday at 7 a m, arrive at Washington same day by 12 m.

Leave Washington every Thursday at 7 a m, arrive at Middleton next Saturday by 12 m.

Leave Middleton every Saturday at 2 p m, arrive at Washington next Monday by 8 p m.

2842 From Washington to Portsmouth and Ocracoke, 75 miles and back, once a week, in a vessel.

Leave Washington every Thursday at 1 p m, arrive at Ocracoke next Saturday by 12 m.

Leave Ocracoke every Monday at a m, arrive at Washington next Wednesday by 12 m.

2843 From Roseneath to Scotland Neck, 4 miles and back, once a week.

Leave Roseneath every Friday at 8 a m, arrive at Scotland Neck same day by 9 a m.

Leave Scotland Neck every Friday at 11 a m, arrive at Roseneath same day by 12 m.

2844 From Enfield, by Hilliardstown, Belford and Louisburg, to Franklinton, 50 miles and back, in two horse coaches, three times a week to Louisburg, 40 miles, and six times a week the residue.

Leave Enfield every Monday, Wednesday and Friday at 5 a m, arrive at Louisburg same days by 4 p m.

Leave Louisburg every Tuesdah Thursday and Saturday at 5 a m, arrive at Enfield same days by 4 p m.

Leave Louisburg every day, except Sunday, at 5 a m, arrive at Franklinton same days by 8 a m.

Leave Franklinton every day, except Sunday, at 2 p m, arrive at Louisburg, same days by 5 p m.

Proposals to commence the route at Rocky Mount, instead of Enfield will be considered.

2845 From Enfield, by Heathsville, Brinkleyville, Hill's Bridge, Sycamore Alley, to Enfield, equal to 17 miles and back, once a week.

Leave Enfield every Fridah at 6 a m, arrive at Enfield same day by 5 p m.

2846 From Halifax, by Dawson's X roads, Scotland Neck, Palmyra, Roanoke, Hamilton, Williamston, Gardner's bridge, to Plymouth, 72 miles and back, twice a week, in sulkeys.

Leave Halifax every Monday and Friday at 6 a m, arrive at Plymouth next days by 6 p m.

Leave Plymouth every Wednesday and Sunday at 6 a m, arrive at Halifax next days by 5 p m.

2847 From Plymouth, by Windsor hotel, Britton's store, Rich Square and Jackson, to Gareysburg, 74 miles and back, twice a week.

Leave Plymouth every Monday and Thursday at 5 a m, arrive at Gareysburg next days by 6 p m.

Leave Gareysburg every Wednesday and Saturday at 5 a m, arrive at Windsor next days by 6 p m.

☞ Proposals to carry in two horse coaches, and to run three times a week, will be considered.

2848 From Plymouth, by Washington and Swift Creek Bridge, to Newbern, 70 miles and back, three times a week, in four horse coaches.

Leave Plymouth every Tuesday, Thursday and Saturday, at 5 a m, arrive at Washington same days by 12 m, and at Newbern same days by 8 p m.

Leave Newbern every Monday, Wednesday and Friday at 5 a m, arrive at Washinton same days by 12 m, and at Plymouth same days by 9 p m.

2849 From Plymouth, by Cool Spring, to Columbia, 36 miles and back, once a week.

Leave Plymouth every Wednesday, at 7 a m, arrive at Columbia same day by 4 p m.

Leave Columbia every Tuesday at 8 a m, arrive at Plymouth same day by 6 p m.

2850 From Windsor, by Merry Hill, Ashland, Colerain, Bethel, Pitch Landing and Winton, to Murfreesboro', 63 miles and back, twice a week.

Leave Windsor every Tuesday and Saturday at 4 a m, arrive at Murfreesboro' next days by 12 m.

Leave Murfreesboro' every Wednesday and Sunday at 1 p m, arrive at Windsor next days by 8 m.

2851 From Edenton, by Hertford, Woodville, Elizabeth City, New Lebanon, South Mills, Lake Drummond, Deep Creek, Va., to Norfolk, Va., 79 miles and back, three times a week in four horse post choaches.

Leave Edenton every Sunday, Wednesday and Friday at 4 a m, arrive at Norfolk same days by 6 p m.

Leave Norfolk every Tuesday, Thursday and Saturday at 9 a m, arrive at Edenton same days by 11 p m.

2852 From Edenton, by Ballard's bridge, Mintonsville, Gatesville, Sunbury and Middle Swamp, to Suffolk, Va., 65 miles and back, once a week.

Leave Edenton every Tuesday at 4 a m, arrive at Suffolk next day by 11 a m.

Leave Suffolk every Wednesday at 1 p m, arrive at Edenton next day by 8 p m.

2853 From Woodville to Durant's Neck, 12 miles and back, once a week.

Leave Woodville every Friday at 9 a m, arrive at Durant's Neck same day by 12 m.

Leave Durant's Neck every Friday at 1 p m, arrive at Woodville same day by 4 p m.

2854 From Elizabeth City, by Camden, Shiloh, Indiantown, Currituck c h, Northwest river bridge, Va., Hickory Ground and Great Bridge, to Norfolk, 66 miles and back, once a week.

Leave Elizabeth City every Wednesday at 5 a m, arrive at Norfolk next day 12 m.

Leave Norfolk every Thursday at 1 p m, arrive at Elizabeth City next day by 8 p m.

2855 From Currituck c h, by Poplar Branch, to Powell's Point, 32 miles and back, once a week.

Leave Currituck c h every Saturday at 6 a m, arrive at Powell's Point same day 5 p m.

Leave Powell's Point every Friday at 6 a m, arrive at Currituck c h same day by 1 p m.

2856 From Franklin Depot, by South Quay, Winton, N. C. and Edenton to Plymouth, 103 miles and back three times a week in steamboats.

Leave Franklin Depot every Sunday, Wednesday and Friday at 1 p m; arrive at Plymouth same days by 12 p m.

Leave Plymouth every Tuesday, Thursday and Saturday at 7 a m; arrive at Franklin Depot same days by 6 p m.

2857 From Murfreesboro' by Mount Gilead, Potecasi to St. John, twenty miles and back once a week.

Leave Murfressboro' every Friday at 6 a m; arrive at St. John same days by 11 a m.

Leave St. John every Friday at 12 m; arrive at Murfreesboro' same day by 5 p m.

2858 From Murfreesboro' to Newsom's Depot, Va. 17 miles and back three times a week.

Leave Murfreesboro' every Tuesday, Thursday, and Saturday at 8 a m; arrive at Newsom's Depot same days by 12 m.

Leave Newsom's Depot every Tuesday, Thursday and Saturday at 4 p m; arrive at Murfreesboro' same days by 8 p m.

☞ Proposals to carry in 2 horse coaches will be considered.

2859 From Westland to Littleton 10 miles and back, once a week.

Leave Westland every Wednesday at 5 a m arrive at Littleton same day by 7 a m.

Leave Littleton every Thursday at 8 a m; arrive at Westland same day by 10 a m.

2860 From Warrenton to Macon Depot, 3 miles and back, daily in 2 horse coaches.

Leave Warrenton daily at 2 p m; arrive at Macon Depot same days by 3 p m.

Leave Macon Depot daily at 7 a m arrive at Warrenton same day by 8 a m.

Proposals to carry on horse will be considered.

2861 From Ridgeway by Exchange and Woodworth to Boydtown, 30 miles and back three times a week in two horse coaches.

Leave Ridgeway every Tuesday, Thursday and Saturday at 6 a m; arrive at Boydtown same days by 12 m.

Leave Boydtown every Monday, Wednesday and Friday at 8 a m; arrive at Ridgeway same days by 3 p m.

Proposals to substitute 2 horse coach tri-weekly service between Henderson and Clarksville in lieu of the above will be considered.

2862 From Henderson by Williamsboro' to Lynesville, 10 miles and back three times a week.

Leave Henderson every Tuesday, Thursday and Saturday at 6 a m; arrive at Lynesville same days by 9 a m.

Leave Lynesville every Tuesday, Thursday and Saturday at 10 a m; arrive at Henderson same days by 1 p m.

2863 From Henderson by Oxford, Boydton, Roxboro', Leasburg, Red House and Milton to Danville, Va. 73 miles and back three times a week in two horse coaches.

Leave Henderson every Monday, Wednesday and Friday at 5 a m; arrive at Danville next day by 3 a m.

Leave Danville every Tuesday, Thursday and Saturday at 4 a m; arrive at Henderson next days by 3 a m.

Proposals for four horse coach service will be considered.

2864 From Louisburg, by Reubenton to Ransom's Bridge, 18 miles and back once a week.

Leave Louisburg every Saturday at 8 a m; arrive at Ransom's Bridge same day by 11 a m.

Leave Ransom's Bridge every Saturday at 1 p m; arrive at Louisburg same day by 7 p m.

2865 From Fraklinton by Wilton, Tally ho, Buffalo Hill and Red Mountain to Hillsboro', 44 miles and back once a week.

Leave Franklinton every Wednesday at 3 p m; arrive at Hillsboro' next day by 6 p m.

Leave Hillsboro' every Tuesday at 5 a m; arrive at Franklinton next day by 8 a m.

2866 From Oxford, by Oakhill, Young's X Roads, Brownsville, Abram's Plains, Bullocks, Waterloo, to Oxford, equal to 25 miles and back twice a week;

Leave Oxford every Monday and Friday at 8 a m arrive at Oxford next days by 12 m.

2867 From Oxford, by Tallyho, Dutch Hill, Knapp to Reeds, Stagville, Lipscomb and Eno Mills to Hillsborough, 42 miles and back once a week.

Leave Oxford every Saturday at 6 a m; arrive at Hillsborough same day by 6 p m.

Leave Hillsborough every Friday at 6 a m; arrive at Oxford same day by 6 p m.

2868 From Chapel Hill by Price's Store, Prattsburgh, West Point, Fishdam and Tranquility to Wilton, 39 miles and back once a week.

Leave Chapel Hill every Friday at 6 a m arrive at Wilton same day by 6 p m.

Leave Wilton every Saturday at 6 a m arrive at Chapel Hill same day by 6 p m.

2869 From Hillsborough, by Cedar Grove Junto, Prospect Hill and Gordonton, to Leasburg, 31 miles and back once a week.

Leave Hillsborough every Thursday at 6 p m; arrive at Leasburg next by 12 m.

Leave Leasburg every Friday at 1 p m; arrive at Hillsborough next day by 9 a m.

2870 From Hillsborough by Walnut Grove and Van Hook's Store to Roxboro', 24 miles and back once a week.

Leave Hillsborough every Tuesday at 8 a m; arrive at Roxboro' same day by 4 p m.

Leave Roxboro' every Wednesday at 6 a m; arrive at Hillsborough same day by 4 p m.

2871 From Hillsborough by Hawfields, Mount Willing and McDaniels, to Hartshorn, 34 miles and back once a week.

Leave Hillsborough every Thusday at 7 a m, arrive at Hartshorn same day by 6 p m.

Leave Hartshorn every Friday at 6 a m; arrive at Hillsborough same day by 5 p m.

2872 From Mason Hall by Scottsville, Pleasant Grove, Fawcetts Store, Moorsville, Stony Creek, Anderson's Store, and High Towers to Leasburg, 57 miles and back once a week.

Leave Mason Hall every Friday at 6 a m; arrive at Leasburg next day by 12 m.

Leave Leasburg every Saturday at 1 p m; arrive at Mason Hall next day by 7 p m.

2873 From Greensboro' by Ramsboro' Higgs Rock, Slade's, Brown's Store and Yancyhille to Milton 54 miles and back three times a week in two horse coaches.

Leave Greensboro' every Monday Wednesday, Friday at 12 m; arrive at Milton next days by 12 m.

Leave Milton every Monday, Wednesday and Friday at 12 m; arrive at Greensboro' next days by 12 m.

2874 From Greensboro' by Jamestown, Frommell's, Rich Fork and Lexington to Salisbury 52

[Concluded on 4th page.]

THE COMET!

HYDROGRAPHICAL OFFICE.
SATURDAY NIGHT, MARCH 18, 1843.

After a week of boisterous and cloudy weather, we were at length favored for a short time this evening with a sight of the Comet.

For the first time since its appearance the moon was absent, and at a quarter after seven o'clock a most magnificent spectacle was presented to our view. Across the western sky a luminous train was spread out, in a well-defined but diverging pencil of white light that shot up from the comet like a streamer in the heavens, and presented a most splendid and beautiful appearance, it was 40 degrees long, and at two-thirds of the way up, 1 degree 40 minutes broad. This "strange star" has passed its peribelion and is now hastening back to roam about in the remote regions of southeastern space, whence it came. Its nucleus begins to grow dim and its train to pass away. The former could be seen through a whitish and faintly luminous vapor, called the *coma;* and as viewed with the telescope, the whole appearance of the head itself, as to color and brilliancy, was not unlike a very feeble light as seen through the shade of an astral lamp.

Very near the comet itself there was a star twinkling through its haze, and which with the naked eye might readily enough be mistaken for the nucleus, and which no doubt was so mistaken by many.

It now appears that the length of the tail including the arch, as seen here on the 8th, could not have been less than upwards of one hundred degrees.

All the planets except Vesta, Juno, Pallas, and Ceres are at this time to the west of the sun; and the comet though possibly it may yet cross the orbit of one or more of them, is rapidly leaving the planets themselves behind; therefore danger (if such danger there could ever be) of its coming in contact with any member of planetary system is all over.

Halley's comet passed near enough to Jupiter and Saturn to be started by them in its visits nearly two years; and yet the "harmony of the spheres" was never interrupted for a moment by that eccentric visitor.

It is said that the moon was once eclipsed by a comet; if so, the comet must have been much nearer to the earth than the moon is; but it neither left its tail with us nor robbed us of our beautiful satellite; nor did it bring upon us any manner of harm whatever.

In 1456 the comet of "terrible magnitude" appeared. The Turks were then waging a bloody war on the Christians. Its tail, pointing to the east, was sixty degrees long, and bent like a sabre. It filled Christendom with awe, and the Pope, regarding it as a signal of Divine wrath and vengeance, ordered a day of humiliation and prayer and offered one year's indulgence to all who at the tolling of the noonday bell, should repeat three paternosters and as many Ave Marias. In this observance originated it is said, the custom still prevalent in Catholic countries of ringing the bells at noon.

It is to be hoped that the astronomers of Europe, with their powerful glasses, had the good fortune to discover the comet of to-day when it first entered our system. If so, it may serve as a clue put in our hands to guide us to some new truth in the nebulous theory, or among the wonders of the heavens.

M. F. MAURY, U. S. Navy.

The Comet.—We find in the New Heaven Herald the following paragraph:

Zodiacal Light.—As soon as the moon is absent from the evening sky, a favorable opportunity will be afforded for viewing this long-known but mysterious phenomenon. It will be seen immediately after twilight rising in a broad luminous triangle, from the western horizon nearly to the zenith, crossing the seven stars. It is not, however, as some of the papers suppose to be confounded with the "Comet," but, should the latter remain visible until the moon is gone, the two will be easily and advantageously contrasted with each other. O.

Millerism.—The Albany Atlas says the prophet Miller has hired the Amphitheatre in that city for a month, paying $100 for that time. Whether paid in advance or cunningly postponed till "the end has come," we have not ascertained.

Windfall.—The New York American of Saturday says: "The heirs of one of our oldest and wealthiest citizens died a few weeks back, on taking possession of his house, discovered a large sum of money, of which they had no previous knowledge whatever. They continued their researches until the sum of one hundred thousand dollars was collected. (of which there is no account left by the deceased,) part in bank bills, but the larger portion in checks, one, two, and three years old, upon our city banks—not certified, and yet every dollar of which was promptly paid on presentation at the different banks. Such windfalls are rare enough."

THE REVOLUTION IN HATI.

Captain Paxton, of the brig Pandora, at Boston, from Jeremie March 1, informs us that the Insurgents are in possession of the west end of the Island, from Leogane to Cape Donna Marie, and intend to march on Port au Prince. Their forces amount to about 12,000 men, and are increasing daily. They have gained over six regiments of President Boyer's troops without firing a gun; have won two battles, and killed in all about 300 men, including two of President Boyer's principal Generals. The President's troops at Port au Prince are said to amount to 4,000 men. Every thing was very quiet at Jeremie when Captain Paxton sailed. The Insurgents held possession of the town, and were in high spirit. Two Haytien men-of-war, of but small force, were crusing off the port.

A letter from Jeremie says that the whole north of the Island is up in arms; but that there is the promise of an orderly and moral, though decisive revolution, which must compel the President to lay down his authority. A Provisional Government is established at Jeremie, consisting of *Tery, Magron, Blanchet,* and *Nulma,* and is acting admirably, so as to effect order and command a general confidence. General *Lizarre* and *Secretary* are the heart and soul of the affair.

Illinois.—The investigation of the affairs of the fund commissioners shows that there is now due to the State, from one John Tilson, one of the commissioners, $222,446 12, and an equal sum from John Delafield. There is also in the office of the fund commissioners something over $65,000 in depreciated paper and $15,000 of like money in the hands of James W. Barrett. The report further states that there is also due the State $20,000 in drafts on the Tweenda Bank, one half collected, and ready in good money; and recommends that prompt measures be adopted to make those funds and debts immediately available.

The committee say Tilson applied, in addition to this, $40,000 to his private use, without color of law. The report which they make recommends the Legislature to refuse the payment—"*repudiate,*" it may yet be called—of $22,125 in State bonds, which were sold by Wright & Co., of London, as they were disposed without authority.

JEFFERSONIAN:

Charlotte, North-Carolina,
TUESDAY MORNING, MARCH 28, 1843.

Democratic candidate for President of the United States:

JOHN C. CALHOUN,
OF SOUTH-CAROLINA.

Democratic candidate for Congress in the 2d District,

BURTON CRAIGE,
OF CATAWBA COUNTY.

"The great popular party is already rallied almost *en masse* around the banner which is leading the party to is final triumph. The few that still lag will soon be rallied under the ample folds: on that banner is inscribed FREE TRADE; LOW DUTIES; NO DEBT; SEPARATION FROM BANKS; ECONOMY, RETRENCHMENT, and a STRICT ADHERENCE TO THE CONSTITUTION. Victory in such a cause will be great and glorious; and if its principles be faithfully and firmly adhered to after it is achieved, much will it redound to the honor of those by whom it will have been won; and long will it perpetuate the liberty and prosperity of the country."—*John C. Calhoun.*

☞ *Third Volume.*—This number commences the THIRD VOLUME of the "*Mecklenburg Jeffersonian.*" We commence the new volume under circumstances of increased encouragement, and with increased assurances of the confidence and support of the democracy of Western North Carolina, and with renewed determination to labor more zealously, if possible, than heretofore, to advance the great cause of free principles as marked out in our motto sketched by "the greatest statesman of the age."

MR. CRAIGE'S ACCEPTANCE.

We lay before our readers to-day the following correspondence; by which it will be seen that BURTON CRAIGE, Esqr., accepts the nomination tendered him by the Statesville convention. It affords us no little gratification to place at our mast-head the name of such a champion as the candidate of our party in this District for Congress.

[CORRESPONDENCE.]

STATESVILLE, 14th March, 1843.

BURTON CRAIGE, ESQR.,

DEAR SIR: At a convention of delegates from the several Counties composing the 2d Congressional District, held in this place to-day, you were unanimously nominated as the candidate of the Democratic party for Congress at the ensuing election;—and the undersigned were appointed a committee to inform you of that nomination, and request your acceptance of the same. We take pleasure in discharging this duty, and hope there may be no barrier to your accepting this unanimous request of the democracy of the district to become the standard-bearer of their principles in the approaching canvass.

Yours, very sincerely,
J. F. A. MELLEN,
W. WILLIAMSON,
JOS. W. HAMPTON.

SALISBURY, March 23d, 1843.

GENTLEMEN: I received, on my arrival here, yours of the 14th inst., informing me that the Democratic Convention which lately assembled in Statesville, had nominated me as a candidate for Congress in the 2nd Congressional District. While I cannot but be gratified at this manifestation of the partiality of my democratic friends, I can with truth and sincerity declare that I should have been better pleased had the nomination fallen on some one more able to do justice to our cause than myself. Should I, therefore, consult my own wishes, I should decline the honor conferred on me;—but this, at such a crisis, I think it would be criminal to do, believing that it is the duty of every good democrat to contribute his mite to the promotion of the great principles for which we contend. Hoping that I shall have an opportunity to see most of the voters in the District between this time and the election, when I can freely discuss the political questions of the day, I shall decline entering into a discussion of those now, but will content myself with assuring you and them you represent, that what ability I have, with a zeal surpassed by none, shall be devoted to the success of Democratic principles.

Accept, gentlemen, for yourselves my thanks for the flattering manner in which you have conveyed to me the request of the Convention, and believe me sincerely,

Your fellow-citizen,
BURTON CRAIGE.

Messrs. J. F. A. Mellen, J. W. Hampton and W. Williamson.

Candidates for Congress.—GEORGE C. MENDENHALL, (whig) of Guilford, is announced a candidate for Congress in the fourth district, composed of Anson, Richmond, Stanly, Montgomery, Randolph, Davidson, and Guilford. This district has a whig majority of about 4,700.

The Hon. JAMES GRAHAM is a candidate for re-election from the 1st district, and is opposed by THOMAS L. CLINGHAN—both whigs.

Taking the field in earnest.—Ex-Gov. JAMES K. POLK, the democratic candidate for Governor of Tennessee, has published *eighty-three* appointments to address the people of that State—commencing the 8th April and terminating on the day of the election in August. He invites his opponent, Gov. JONES, to accompany him. We shall have our "Chapman" ready to crow ove. the election of JONES K. POLK as the next Governor of Tennessee, and the complete political regeneration of that State through his powerful exertions.

"*Deliverance and Liberty.*"—We are gartified at being able to announce to our readers, that our paper after this week, will no longer be filled up with mail proposals. We shall now have room to insert the mass of interesting matter which has been accumulating on our hands the past three months, and to make the *Jeffersonian,* we hope, more interesting to its readers.

THE CHOCTAW CLAIMS.

Owing to the canvass which took place in the 10th Congressional District in this State in 1838, the story of the "Choctaw claims" has become as familiar to many of the People of North Carolina, as to those of Mississippi. We do not many of our readers will be glad to hear what has become of the famous "Choctaw claims." We can inform them. The session of Congress before the last, passed an act appointing three commissioners to constitute a Board to examine these claims. This Board is now in session in Mississippi, and engaged in that business. We understand that they are making considerable progress; but there being a great many cases to examine, it is probable the Board will not get through with the whole of them before some time in the next year. As fast, however, as they decide on a lot of them they send them on to the Government for final action. The Government having sold the lands belonging by right to the Claimants, the act of Congress provides for paying them in Script receivable for lands in Alabama, Mississippi, Louisiana, and Arkansas. We hear that a formidable opposition, consisting of influential and wealthy men, was lately got up against these claims, on the ground that they are unjust and *fraudulent.* Regular charges were filed, and the names of witnesses furnished to prove them.—As the witnesses were scattered about in various parts of the State, the Board put the trial off a month or more, to allow time for summoning the whole of them, and issued out Subpœnas accordingly—The day fixed for the commencement of the trial was on the 20th February. The opposers of the claims engaged Col. LEVY, late of South Carolina, to prosecute for them,—a gentleman of high legal attainments, and a splendid orator. Some of the Agents of the Indians engaged Mr. PRENTIS and his law partner Judge GUION, to defend them. We have not the particulars of the trial, but learn that a number of witnesses were examined, and many fine speeches were perpetrated on the occasion,—and, that the whole affair resulted in a complete failure on the part of the opposers to prove even the shadow of fraud, and that it was proven to the entire satisfaction of every one present that the GOVERNMENT had not only been guilty of *fraud,* but of the grossest injustice and cruelty towards these unoffending Choctaws.

Strange if, after all that has been said and written against these claims and the Agents of the Indians, it should turn out that they are just and right. It will be another proof, "that truth is mighty and will prevail."

PROSPECTS OF POOR CLAY.

Those of our whig friends who desire the nomination of Mr. CLAY as the next whig candidate for President, must, we think, by this time begin to despair of seeing their wishes gratified. Such notices as the following from a leading Boston Whig paper, are not uncommon among the northern whig prints. They intend to slide Harry overboard again, as they did at Harrisburg in 1839. The Boston Advertiser says:

"Some of our patrons may perhaps, be rather surprised to see the name of Henry Clay for the Presidency, and John Davis for the Vice Presidency of the United States, removed from the head of our editorial column; but we assure them that we have not acted unadvisedly and that in doing so, we have not been moved by any unfriendly feeling towards either of these eminently distinguished gentlemen; on the contrary, no one appreciates more highly than we do their public services and private virtues, but after the most deliberate consideration which we have been able to give the subject and consulting with some of the best informed and shrewdest men, in almost every section of the country, we are forced to the conclusion that neither Henry Clay nor John Davis can ever be chosen to the high offices for which a few imprudent and hot-headed politicians have announced them to be candidates. There was a period when the chances of Mr. Clay for the Presidency were encouraging; his splendid talents, his brilliant genius, his apparent frankness, and insinuating manners, had endeared him to many, and led them to believe in the certainty of his success in any undertaking; acting upon this infatuation, his mistaken friends hoisted the *Clay flag* in several sections of the country, without consulting the sovereign people, and totally regardless of what may or may not be the action of a National Convention on the subject. The consequence is that the people—always alive to their own dignity—feeling the insult thus attempted to be offered them by a few purblind would be statesmen—such as the editors of the Boston Atlas—now reject and repudiate the very man whom, perhaps, under other circumstances, they would have chosen as their President. Be this as it may, certain it is that no prudent man, no man capable of taking even a twilight view of public sentiment, entertains the most distant thought of seeing Henry Clay President of the United States. It was said by some writer—Boz, we believe—"that there never was a mountain which showed its top to heaven so high as not to be accessible to industry and perseverance;" this we may admit, but still we deny the possibility of Mr. Clay's election. With this impression on our minds, it would be folly in us, and worse than insanity on the part of the Ultra Whigs, to struggle any longer for his political advancement. We have, therefore, withdrawn his name from our columns, nor shall we hoist another flag until we ascertain from the people, in their primary or national conventions, what colors they wish us to unfurl. We are, in general, satisfied with the acts, measures, and intentions of the present administration; and until we have better evidence of the dissatisfaction of the great mass of the people with them, than that given by a few Whigs, who in the excess of their folly, malice, and entire unacquaintance with the character of our people, have condemned, without examination and without trial, our venerable Chief Magistrate, John Tyler, whom we are all in duty bound as citizens, and in conscience as a moral people, to treat with kindness, respect, and courtesy, while he fills his present exalted station."

Hamburg Bank.—On the 13th inst., *H. Hutchinson* was elected President of the Hamburg (S. C.) Bank, and Mr. *John J. Blackwood,* late agent of the Bank of the State in Charlotte, was elected Cashier.

The whig papers of this State say their next candidate for Governor will be either W. A. Graham, Kenneth Rayner, Andrew Joyner, or Chas. Manly.

New Hampshire.—The elections just over in New Hampshire, have resulted in the re-election of Gov. HUBBARD, (dem.) in the election of the entire democratic ticket for Congress, and a large majority of democrats to the two Houses of the State Legislature.

A Sign.—The "*Spectator,*" an ably conducted weekly paper at Washington City, has thrown off its neutrality, and hoisted the Calhoun flag. This is an important change.

THE LATE WHIG CONGRESS.

The acts and conduct of the late whig Congress, will constitute a dark page in our country's history to all future time. Even some of the warmest and most devoted whig partizans, are compelled to come out and condemn it. As one such, read the following remarks of the New York *Courier and Enquirer,* edited by the notorious James Watson Webb, the god-father of the whig party.

"What has the present Congress accomplished? Nothing, literally nothing. The great leading measures for which the Whigs contended and which secured the triumphs of 1840. were the establishment of a National Bank, the distribution of the proceeds from the sale of public lands, and a General Bankrupt Law. The first of these great measures of relief, was defeated by treachery of John Tyler; the second and third were both passed and became the law of the land, but have since been bartered away by the very men who passed them, in defiance of the mandate of the people. The Land Distribution bill was abandoned for a hastily conceived and ill digested tariff; and the Bankrupt Law—that measure which more than all others, caused the Whig triumph of 1840—has been repealed by the very men who passed it, in defiance of public opinion, and at the very moment that its beneficial influences were being felt and admitted in every section of the country. It was repealed through the sympathy of Whig members of Congress for dishonest debtors, who were unwilling that their honest and confiding creditors should possess the power which this righteous law gave them, of compelling their debtors to surreder their effects. True, the repeal bill has not yet received the sanction of the Executive; but this in no wise excuses the gross and unpardonable inconsistency in those who passed it. If he should give it his approval, then are the only fruits of the Whig victory of 1840 snatched from the people: while if he withholds his assent, the independent Whig press of the country, in justice to themselves and the people, will be compelled to admit that whatever trifling benefit may have resulted from the triumph of 1840, is, after all, attributable to John Tyler!

"This is a pretty predicament to be placed in; and yet this is precisely the position in which the Whig party and the Whig Press are to be left by the Whig Congress whose term is about to expire. Are we expected to land these men? Will it be pretended that the little clique of men calling themselves whigs, who have produced this state of things, are any better than John Tyler, whose conduct they have condemned at the time that their own has been equally disgraceful? For ourselves, we look upon those who passed the Bankrupt Law, and have since aided in its repeal, as quite as obnoxious to public censure as Mr. Tyler for his veto of the Bank bills.

"Again we enquire what have the whigs in Congress accomplished for the country? Of the three great measures for which the people fought and triumphed in 1840, they obtained two during the Extra Session; and strange to say, both of them have been abandoned by the very same men whose votes secured their enactment eighteen months since?—These men will now return to their constituents, and when called upon to give an account of their stewardhip, will be compelled to say—"John Tyler has refused you a National bank and a National Currency; but he united with us in the other two great measures for which you struggled in 1840—Land Distribution and the Bankrupt Law—both of which we gave to the country, and yet both of which we have taken from it; the former in exchange for the present imperfect Tariff, and the latter for reasons which we do not exactly understand ourselves, unless it be to demonstrate how utterly unworthy we are of the confidence which was placed in us.

Snow Storm.—There was the most violent and disastrous snow storm at the north on the 18th inst., known in the memory of the oldest citizens there. In New York and Pennsylvania the snow was from 18 inches to 2 feet deep, and its descent was accompanied with a most violent wind. Many vessels in the ports were wrecked and several lives lost. All mail transportation was arrested for a day or two. At Washington the snow was from 10 to 12 inches deep.

"LIFE OF JOHN C. CALHOUN.

Presenting a condensed history of political events, from 1811 *to* 1843. *New York:* HARPER & BROTHERS, 1843."

We are indebted to the politeness of a friend, for a copy of a handsomely printed work of 76 pages, under the above title, embellished with a finely executed engraving of Mr. CALHOUN—the best engraved likeness we have seen of him. The work is ably written, and opens with a graphic sketch of the early life of Mr. CALHOUN; after which it proceeds to a narration of the chief events of his political career, from its commencement to the present time, and forcibly illustrates its unvarying purity, disinterestedness, and patriotism, and its powerful and salutary influence on the legislation, history, and welfare of the country. It is founded upon events, and extracts from his speeches, which leave no room to doubt its accuracy, and not only illumines the political history of the country, with which his own is so closely and indissolubly interwoven, and with which every citizen should be familiar, but also strongly impresses the conviction long held by all who have fairly and honesty marked his career, that the illustrious South-Carolinian is one of the greatest statesmen, and noblest and purest patriots, that ever devoted his life to the service of his country.

We hail thts excellent work with pleasure, as one which will do much good to the country, by correcting mistaken impressions and prejudices inculcated by partizan controversy, and presenting an accurate view of one of its public servants who has of all living men most ably and faithfully served it, and is still perhaps of all men most capable of guiding it safely and efficiently onward in the true path of liberty, happiness, and glory. We hope that a large supply of the work will be sent to this place, as well as to all the principal towns of the South, and indeed the whole Union, satisfied that it must meet, in all, with a considerable demand, and one continually increasing.

Appended to it is a list of the Speeches of Mr. CALHOUN referred to in the memoir, "published in separate volumes, and numbered 1 to 38."

The following notice of the same work is from the New Orleans *Herald*:

John C. Calhoun.—Through the politeness of a friend we were placed in possession of the first copy received in this city of the "Life of John C. Calhoun," from the press of the Harpers, New York. The author does not propose to give a full history of all the incidents which chequer man's life, from infancy to boyhood: but after briefly speaking of his family birth, education, and first entry into the public areua, opens upon his political history—that upon which every enlightened freeman has bestowed many a thought—and touches with the pen of truth all the important acts of one of the greatest men the world ever produced. Few men have been more slandered and villified—not in his moral character for that has ever been too pure for the breath of slander to reach but by a misconstruction of his acts. This work contains an index, referring to all his speeches that relate to the welfare of the nation which will enable every friend of his to refute the charges of inconsistency that are often urged against him.

At this particular juncture, when we [illegible] down by excessive imposts, every man [illegible] or feels that the science of political econo[my] be understood to promote the happiness o[f] should have in his hand the life of Mr. [illegible] The salvation of the country depends up[on] cognition of the principles of free trade. [illegible] and copies of this work could be well us[ed] send them on.

Presidential.—We have not said mu[ch] dangerous question; not that we have w[ished] our opinion, but that the discussion we fear to produce less harmony than we could ha[ve] in the Democratic Party. We insert [from] Hamburg Journal the proceedings of [a] *Democratic meeting in Charleston.* W[e] with this meeting in the opinion that th[ere] reason for the innovation on the usages o[f] mocratic party, which the proposition to ho[ld a] Convention in Baltimore in November, 184[3] originate. The reasons in favor of May, [1844] are in our view, conclusive. Nor can we see [why] friends of Mr. [illegible] seen are so anxious [for] the nomination made before the proceedin[gs] next Congress are known. Mr. Van B[uren] has merit of a high order to rest his claims [on]. We have supported his administration with good faith, and shall, if he is the nominee of the Democratic party, support him again with equal good will.—But we are, nevertheless, convinced that the aims of Mr. Calhoun are pre-eminent: and should he be selected as the candidate of the party, the [old] and rivalship which now obscures the lustre of his genius will give way to that unanimous acclamation which rallies around the highest order of genius and talents. Democracy with his banner would be wholly irresistible.—*Georgia Federal Union.*

HON. JOHN C. CALHOUN.

The Madisonian contains the following excellent remarks on the Hon. John C. Calhoun's leaving the U. S. Senate:

"Not like Mr. Clay, with a tremendous editorial flourish of trumpets, and a grand dance in a splendidly illuminated hall, did Mr. Calhoun take a final leave of the scene of his many triumphs.

"His parting thoughts were for his country.—With a bleeding heart for the injuries inflicted on the interests of the People, by those assuming to be great leaders, but who, in fact, are only consummate demagogues; and after casting his last votes to sustain the nominations of a patriotic Chief Magistrate, whom he saw beset on all sides by ultra factions, and whose Administration he had nobly sustained in every time of need—at the hour of two on Friday night last, he retired alone from the Senate Chamber to his logings, and at six o'clock the ensuing morning embarked on the steamboat for his home. He will not be forgotten!"

We endorse these sentiments with all our hearts.
Phila. Eve. Mercury.

From the Norfolk Herald.

NORFOLK, March [illegible].

Mr. Calhoun.—The Hon. John C. Calhoun arrived here on Sunday morning in the steamer from Washington, on his return to his domicil in South Carolina.

At the earnest request of those of our citizens who desire his nomination as a candidate for Presidency, he consented to remain until this morning, when he will take the cars on the Portsmouth railroad for the South.

On his arrival on Sunday morning, he was met by a committee, who conducted him to Leach's Hotel, where lodgings had been prepared for his accommodation; and in the forenoon he attended divine service at Christ Church. As Mr. Calhoun had positively declined all public demonstration of respect, he received yesterday forenoon, at his lodgings, the visits of a large number of citizens who called on him to pay their individual respects.—They were all of them *Calhoun men*—though probably only a small minority of them were so in a party sense; all, however, delighting to honor the distinguished statesman of any party, who had done honor to his country.

Mr. Calhoun appears to be in fine health and excellent spirits. "Time has not *thinned* that flowing hair," which graced his head when he visited us in company with Lafayette, in November, 1824; but it has scattered its frosts on it with a liberal hand. Still he looks well, and is the impersonation of a fine, social, affable, and courteous gentleman.

After the hour of receiving visits had elapsed, Mr. Calhoun visited the Pennsylvania, the navy yard, &c., and passed the evening at the City Hotel House in Portsmouth, at the invitation of a committee of his friends there.

"THE LAST LINK IS BROKEN!"

The great Whig army of the country has gone through all its marches and counter-marches. Its promises were introduced with the roll of drums and the shouts of millions. Where are their fulfilments?—where? The last great measure of Federalism has been knocked on the head, with the same ruthlessness that a butcher would kill a calf; and nothing but the tariff (passed by the aid of Democratic votes) remains to tell of its anticipated triumphs. The bankrupt law is dead.

How marvellously, then, have we been hum[bu]gged! The scenes of 1840 rush past our memory so seriously comically that we hardly know whether to cover our heads for very shame, or burst into a hearty guffaw. Look at the processions—the coon skins—the cider barrels—the banners—the mottoes—the music—the punches—the log cabins—and the et ceteras of that tremendous system of operation. Then recall the pleasant phrases of travelling orators—the "Oily Gammons" of Federalism; their paradisical promises; the honey that was to distill from every flower; the beef that was to rain down upon every poor man's table, all roasted; the two dollars that was to be found in the laborer's pocket at night; the economical management of national affairs; the democratic cleaning out of gold-spoon extravagancies of the presidential mansion; and, in short, the restoration of the good old days of Adam and Eve." Bah! The retrospection is loathsome.

Well, thank [illegible] comet don't [illegible] us, the 4th of M[illegible] their in[illegible] rule. They will then have the opportunity to return to their insulted constituents, and face the indignation as best they may.—*Portland Argus.*

The Word Tariff.—It is stated that the word "*Tariff,*" is derived from the town of Tarifa on the Spanish coast, in the straits of Gibraltar, and the most southern town in Europe. It was the last stronghold which the Moors disputed with the Christians, and is still within three leagues of the empire of Morocco. When the Moors held session of the pillars of Hercules, it was here they levied contributions for vessels entering Mediterranean—whence the generic name.

The Erysipels prevails to an unusual extent in Philadelphia, and is also raging in various sections of the United States. In Vermont it proved very fatal. At Orleans in that State there were at one time last week no less than seven cases.—*Raleigh Register.*

LATE AND IMPORTANT FROM CAMPEACHY.

By the arrival at this port of the schooner Two Sons, from Sisal, we have received files of Merida papers to the 4th inst. The most important intelligence brought by this conveyance is verbal. The Mexican army has met with one of the most disastrous reverses it has sustained since the commencement of the campaigne.

On the morning of the 4th inst., a company of Yucatan volunteers, numbering 150 men, comprising the most energetic and chivalrous youth of the country, sailed forth at 3 o'clock, whilst it was yet dark for the purpose of regaining the heights in the rear of the city, known as the *Eminencia China*, which had been occupied for some time by the besieging army. This troop advanced upon the Mexican posts, and succeeded in carrying the heights at the point of the bayonet, without scarcely firing a gun. The slaughter that ensued was dreadful.

The Mexican loss was estimated between three and four hundred. Among the slain were a number of the first officers of their army, including Gen. Andrade, commander of the artillery, a son of Santa Ana, four captains and three lieutenants. The loss of the Yucatans was likewise considerable, but they maintained possession of the Eminencia at the last accounts.

The Merida papers of the 4th, do not give accounts of this battle, as it was fought upon that day, but they evince a spirit which augurs an obstinate and successful resistance to the besiegers.

Prior to this decisive assault, a number of skirmishes had taken place between small parties of the contending forces, which generally resulted in favor of the Yucatanese.

The papers are urging upon the government to proclaim officially the recovery of the independence of the Republic.

A letter dated Campeachy, 1st Feb., published in the Iberia Siglo, says: "Sixteen deserters joined our army to day—fifteen of them had arrived here on board the Montezuma. We learn by them that in an action that took place the day before yesterday, the enemy lost 35 men, besides 14 badly wounded—1 sergeant, 1 lieutenant and 2 captains, independent of those killed by the gunboat on the morning of the same day. The entire force of the enemy is estimated at not over 2,500 men." The letter adds, nothing less than an army of 10,000 can reduce the city.—*N. O. Bee, 18th ult.*

REVOLUTION IN St. DOMINGO.

By the arrival of the brig Woodstock, Capt. Baker, at Savannah, on the 7th inst., from Aux Cayes, the Savannah Republican has authentic intelligence relative to the revolt in St. Domingo.

"The American Consul or Commercial Agent, at Aux Cayes, sent dispatches to Hon. Daniel Webster, Secretary of State, by the Woodstock—they were forwarded to Washington by mail.

"The Revolution commenced on the 26th of January, by the assembling of a considerable force under arms on "the plains," about six miles from the town of Aux Cayes. The insurgents commanded by Col. Riviere, a man of much resolution and energy, despatched a message to the Governor of Aux Cayes, stating that their object was neither bloodshed nor pillage, but that they demanded such a change of government as they could live under, and a new Constitution modelled after that of the U. States. At the Capitol of the Island, (Port au Prince) all was consternation when Capt. Baker left. A strong military force was concentrated there, in order to oppose an apprehended attack by the insurgents. A very hostile feeling was manifested towards the Government in many quarters. The soldiery were badly paid, and lived in great part upon plunder. President Boyer is supposed to have a large sum of money at his command, and it is presumed, that if the insurrection succeeds, he will leave the island and sail for France. Others suppose he is ready to call to his aid the intervention of France, which will be but a preparatory step to a surrender of St. Domingo to that power."

The Republican publishes a letter from W. B. Gooch the American commercial agent, who states that the whole island was in a state of revolt, and business almost entirely suspended. The Revolutionists had from 4,000 to 5,000 men under arms, and were continually increasing; and it was anticipated there would be some hard fighting before either party would surrender.

Of all the outrages aimed at the South, by Mr John Quincy Adams—and against the spirit of the Constitution itself—and in defiance of all decency, and all common sense, is the resolution which he moved at the heel of the session, providing that, "whenever a vacancy shall occur on the bench of the Supreme Court, the vacancy shall be supplied by the appointment of a citizen *from one of the non-slaveholding States;* and *all succeeding* vacancies that may happen, shall be supplied in *like manner*, until *four-fifths of the judges shall be citizens of the non-slaveholding States;* and concluding with a resolution directing the Committee on the Judiciary to bring in a bill forthwith to carry the above provisions into effect." This attempt to introduce sectional feelings into the highest court in the Union—and to place the whole South and Southwest, under the ban of the General Government, cannot excite too much astonishment and indignation in the bosom of every friend of the Union and the Constitution. The man who made it, has either fallen into the "sere and yellow leaf" of dotage, or, he is demented by the fury of fanaticism and his own resentment against the South. He, who is capable of such an act of folly, forfeits henceforth all pretensions (if he ever had any) to common sense.

Richmond Enquirer.

A PLEASANT COUNTRY TO LIVE IN.

The *Montreal Herald*, the most rabid of the anti-Yankee press in Canada, thus speaks of the blessings of a residence in that country:

"Under the precious administration that it is our special privilege to live, all order is gradually breaking up, and riot and murder stalk unrestrained abroad. There is no security for either life or property; there is no authority for the repression of outrages; no punishment for the commission of crime. Day after day adds new instances to the records of murder and anarchy, and they, in whose hands the power of the law is vested—they who have been appointed the conservators of peace, afraid to offend a faction with whom bloodshed and violence are virtues, have basely and knowingly abused their authority, and, by winking at the commission of deeds which disgraces a civilized country, abetted and encouraged the grossest crimes, and called down upon themselves the reproaches and contempt of every good citizen and honest man."

LOSS OF THE SLOOP-OF-WAR CONCORD.

Captain Briggs of the ship Barclay, at New Bedford, states that while at the Cape of Good Hope he heard a report of the loss of the U. S. sloop of war *Concord* on the coast of Mozambique; and that the U. S. sloop of war *John Adams* sailed from Capetown on the 3d of January for Rio Janeiro, having Capt. Boerum and the other officers and crew of the

The late awful gales.—The sacrifice of life and property at sea during the last six weeks, has been, we regret to say, without parallel in the history of our mercantile affairs. On the coast of England, 154 vessles were wrecked, and 190 lives lost; on the coast of Ireland, 6 vessels were lost, with 134 lives; on the coast of Scotland, 17 vessels were wrecked, and 39 lives lost; and on the coast of France, 4 vessels and 100 lives lost. The value of the vessels and cargoes have been roughly estimated at £585,000. On the three following days after the 13th January, numerous other wrecks occurred, to the extent of nearly 69, the losses of which were upwards of £240,000. This, with the others, making a total of £825,000. To this is to be added the great loss of vessels that occurred in the course of the storm of Friday and Saturday last, the 4th and 5th February.—*English paper.*

U. S. SUPREME COURT.

The National Intelligencer states that the Court was obliged to close its term on the 15th instant, that the different members might hasten to the commencement of their Circuit duties and labors. One of the Judges opens his Circuit Term at St. Louis, near nine hundred miles off, on Monday fortnight.

The New Orleans Picayune states that one of Colt's Submarine Batteries was taken to Galveston, Texas, by the steamship New York. It is intended to be placed in the harbor of that place, as a defence against the Mexican steamer.

Married,

In Rowan county, on the 16th inst., by the Rev. Mr. Hall, Mr. *John R. Davidson*, of Mecklenburg, to Miss *Eugenia O.*, daughter of the late Joseph McConnaughey.

Died,

In this town, on the 20th inst., *Sarah Rosanna*, only daughter of Joseph H. Wilson, Esq., aged about 7 years.

EXECUTOR'S SALE.

BY virtue of the last will and testament of James G. Porter, deceased, the undersigned will proceed to sell, at his late residence, on Wednesday, the 19th day of April next, all the loose personal property belonging to said estate, consisting of from five to six hundred bushels of Corn, a number of Bags of Cotton, Horses, Cattle, Hogs, Sheep, Farming Implements, Waggon and Geer, Cotton Gin, Household and Kitchen Furniture, &c. Also, five likely Negroes, if not previously sold, under a provision of said will. Sale to be continued from day to day until all the property is sold. Terms made known on the day of sale.

Also, at the same time and place, the plantation of said estate will be rented for one year.

CYRUS JOHNSTON, RICHD. PEOPLES, } Executors.

March, 1843. 105...ts

MANSION HOUSE,

CHARLOTTE, N. CAROLINA.

THE subscriber having purchased Mr. Timothy R. Hughes' interest in the above Establishment, tenders his services to the Travelling Public. Having for several years been engaged in keeping Private Entertainment at Mount Mourne in Iredell county, he indulges the hope that he has experience enough in the duties of his business to endeavor to render comfortable all who may bestow upon his House their patronage.

His TABLE shall always be well and plentifully supplied with every thing the country affords, to please and satisfy the palate even of an epicure.

His BAR will be found furnished with a choice selection of Liquors.

His STABLES shall be constantly attended by faithful and attentive hostlers and supplied with abundant provender.

N. B. The Stage Office is kept at the Mansion House.

HIRAM T. SLOAN.

Charlotte, Jan. 31, 1843. 98:::6m.

The beautiful thoro'-bred Horse OSCEOLA,

WILL stand the present season, (sickness, accidents, high waters, and public days excepted,) every Tuesday and Wednesday at Charlotte, and every Friday and Saturday at the subscriber's stable in Cabarrus county. The season commenced on the 15th instant and will end on the 15th June next. He will stand at $10 the season, $15 the insurance. There must be a contract made the first visit, or they will be charged by the season. Every person entering for the insurance of a mare, and refuses or fails to bring her regularly during the season, or until he obtains the consent of the subscriber, or should dispose of the mare before she is ascertained to be with foal, shall in every instance be liable for the insurance price. Every necessary attention will be paid to prevent accidents or escapes, but no liabilities for either. Mares sent from a distance to the stable of the subscriber, will be fed upon grain at 25 cents per day, pasture gratis, and colored servants gratis.

OSCEOLA is thorough-bred, as may be seen by reference to my handbills and to the American Turf Register. Persons wishing to see the Horse, can do so by calling on Col. Sloan, my agent in Charlotte. MARTIN PHIFER.

March 21, 1843. 105:::r.

PUBLIC SALE.

THE subscribers will offer for sale, on Tuesday, the 4th of April next, at the late residence of Jane McCulloch, deceased, the following property belonging to the estate of James McCulloch, deceased, to wit:

Two likely NEGRO MEN, one of whom is a good blacksmith; one WAGON and TEAM; some CATTLE, HOGS, and SHEEP; HOUSEHOLD and KITCHEN FURNITURE.

At the same time, the plantation will be rented for one year. Terms made known at the sale.

JOHN WALKER, WM. ROSS, JOHN PARKS, } Executors.

March 14, 1843. 104...3w

Assignee's Sale.

WILL be sold at the Courthouse in Charlotte, on Tuesday, the 4th of April next, for cash, one Saddle and Bridle, property surrendered to me by Jos. P. Pritchard, for the benefit of his creditors. Also, his interest in the Tract of Land on which he now lives.

W. J. KEAHEY, Assignee in Bankruptcy.

March 21, 1843. 2::::w.

The thoro'-bred and celebrated Horse RIOTT,

WILL stand the present season, one half of his time in the town of Charlotte, N. C. and the other half at Richard Peoples' Store ten miles south of Charlotte, public days and high waters excepted. For particulars, see hand bills. Persons wishing to see RIOTT can do, so by applying to the proprietor of the Mansion House.

March 21, 1843. 105:::3w.

Notice.

THE undersigned having been appointed by a decree of the court of Equity for Mecklenburg county, guardians of the person and property of Isaac Weathers:—notice is hereby given to the public, that no debts hereafter made, or contracts entered into by the said Isaac Weathers, will be paid by the undersigned.

SAML. H. ELLIOTT. JNO. T. WEATHERS.

March 5, 1843.

Notice.

I FORWARN all persons from trading for a Note given to Moses A. Parks, Guardian for Susan Stitt, of $46 50 cents due the last of December next, as the Negroe I hired proved unsound and of little use, and I don't intend to pay the said note until compelled by law.

THOMAS M'CALL.

Mecklenburg Co., Oct. 15, 1842. 82...tf

Notice.

ALL persons having claims against the estate of Abel Barnett, deceased, are desired to present them, according to law, or this notice will be plead in bar of their recovery.

ROBERT C. BARNETT.

February 27, 1843. 102...3w.

Notice.

MY Wife, *Mary Adams*, having left my home and protection, without just cause, I forwarn all persons not to harbor her, or credit her on my account, as I do not intend to pay any debt of her contracting. I will enforce the law against any one who may harbor said Mary.

CHARLES ADAMS.

Union County, Feb. 21, 1843. 102...4w.

Strayed,

FROM the subscriber, on the 20th instant, a bay mare MULE, three yearsold, with roached mane. A liberal reward will be given to any person who will take up said mule, and give information to the Editor of the Jeffersonian, or to Maj. Benj Morrow. JOHN W. POTTS

Nov. 24th, 1842. 88...r.

Ecclesiastical Notice.

THE Presbytery of Concord will meet at *Providence*, Mecklenburg County, on the second Wednesday in April, at 11 o'clock A. M.

STEPHEN FRONTIS, *Stated Clerk.*

March 4, 1843. 102...4w.

DR. KUHL'S MEDICINES:

RESTORER OF THE BLOOD,

FOR

CHRONIC AND OTHER DISEASES,

WHETHER produced by bile, phlegm, from internal morbid matters, arising from badly cured old disorders, from the use of mercury, calomel, bark, &c.; or (in females) from the change of life, as specified in the Pamphlet.

Anti-Syphylitic Syrup.—This Medicine is in all Venereal Disorders a certain remedy.

Abyssinia Mixture, (in liquid and in paste,) celebrated for its speedy and perfect removal of Gonorrhœa and Gleet; also of the fearful results consequent on its improper treatment. A benefit will be visible in 12 hours.

Gold-Mine Balsam, for Bilious and Nervous Affections, Colds, &c.

Aromatic Extract, A liniment for Indigestion, Coldness in the Stomach, Numbness or Weakness in the Limbs, Rheumatism, &c.

Depurative Powder, for Bilious Affections, Bilious Fever, Headache, Disease of the Eyes, &c., which is to be taken in the Restorer.

Japan Ointment, for Piles, which is to be applied besides the Restorer.

Bengal Ointment, for Tetter, Ringworm, Salt-Rheum, Scaldhead, Eruptions of the Skin, and Foul Ulcers, is to be applied besides the Restorer.

Universal or Strengthening Plaster, for Diseases of the Chest, Dyspepsia, Inflammatory Rheumatism, Palsy, Paralysis, &c., which is in most all these cases to be used besides the Restorer.

Dr. Kuhl's Accoustic Oil, for Deafness and all other Auricular Complaints, which is to be used together with the Restorer.

Dr. Kuhl's Pamphlet, "Treatment," &c., entered according to Act of Congress, contains full directions for the use of all the above mentioned Medicines, and accompanies every remedy.

Persons wishing to procure any of Dr. Kuhl's Medicines, will please direct their orders, with the amount, (post-paid,) to DR. KUHL'S OFFICE, Raleigh, N. C., or Richmond, Va., or to any of the following Agents.

NORTH CAROLINA:

B. Oates, Druggist,	Charlotte,
J. F. & C. Phifer,	Concord,
J. & R. Sloan,	Greensborough,
Hargrave, Gaither & Co.	Lexington,
Jenkins & Biles,	Salisbury,
J. M. A. Drake,	Ashborough,
C. C. Henderson,	Lincolnton,
James J. Horne,	Pittsborough.

SOUTH CAROLINA:

Steele, Gunning & Co.,	York, C. H.
McLure, Brawley & Co.,	Chester, C. H.

The continuation of the list of Agents see Dr. K's Pamphlet.

Carlotte, June 14, 1842. 66...1y.

Proposals

FOR carrying the mails of the United States from the 1st of July, 1843, to the 30th of June, 1847, in North Carolina, will be received at the Contract Office of the Post Office Department, in the City of Washington, until 3 o'clock, P. M., of the 13th day of April, 1843, (to be decided by the 15th day of May) on the routs and in the manner and time hereinafter specified, viz:

IN NORTH CAROLINA.

2944 From Aqualla, (on Shoal creek, in Haywood county,) by Wm. F. McKee's (in Macon county,) to Jamesville, 50 miles and back, once a week.

Leave Aqualla every Tuesday at 1 p m; arrive at Jamesville next day by 7 p m.

Leave Jamesville every Monday at 6 a m; arrive at Aqualla next day by 12 m.

2945 From Gravelly Hill or Elizabethtown to the house of Robert Melvin, on Turnbull Creek, in Bladen county, 20 miles and back, once a week.

Leave Gravelly Hill every Tuesday at 1 p m; arrive at R. Melvin's same day by 8 p m.

Leave R. Melvin's every Tuesday at 5 a m; arrive at Gravelly Hill same day by 12 m.

2946 From Hillsboro' by Rock Creek and Long's mills, to Ashborough, 60 miles and back, once a week.

Leave Hillsboro' every Thursday at 6 a m; arrive at Ashboro' next day by 6 p m.

Leave Ashboro' every Saturday at 6 a m; arrive at Hillsboro' next day by 6 p m.

2947 From Jefferson to Marion, Virginia, 40 miles and back, once a week.

Leave Jefferson every Wednesday at 6 a m; arrive at Marion same day by 6 p m.

Leave Marion every Thursday at 6 a m; arrive at Jefferson same day by 6 p m.

2948 From Lexington by Thompson's store, Guilford county, to the house of Smith and Barringer, up on the Yadkin river, 15 miles and back, once a week.

Leave Lexington every Saturday at [illegible] m; arrive at Smith' and Barringer's same day by [illegible] a m.

Leave Smith and Barringer's Saturday [illegible] p m; arrive at Lexington same day by 6 p m.

2949 From Lewisburg to Coolye's Store, 15 miles and back, once a week.

Leave Lewisburg every Friday at 6 a m; arrive at Cooley's Store same day by 11 a m.

Leave Cooley's Store every Friday at 1 p m; arrive at Lewisburg same day by 6 p m.

Leave Roxborough every Saturday at 8 a m; arrive at Pleasant Hill same day by 11 a m.

Leave Pleasant Hill Saturday at 12 m; arrive at Roxborough same day by 3 p m.

2951 From Shelby to South Point, 34 miles and back once a week.

Leave Shelby every Monday at 6 a m; arrive at South Point same day by 5 p m.

Leave South Point Tuesday at 6 a m; arrive at Shelby same day by 5 p m.

2952 From Shelby to Yorkville, S. C., 35 miles and back once a week.

Leave Shelby every Monday at 6 a m; arrive at Yorkville same day by 6 p m.

Leave Yorkville every Tuesday at 6 a m; arrive at Shelby same day by 6 p m.

2953 From South Washington by the house of Isham Armstrong, to Wilmington, 33 miles and back, once a week.

Leave South Washington every Thursday at 7 a m; arrive at Wilmington same day by 6 p m.

Leave Wilmington every Friday at 7 a m; arrive at South Washington same day by 6 p m.

2954 From Turkey Creek by Spring Creek, Fine's Creek and Crabtree, to Waynesville, 25 miles and back once a week.

Leave Turkey Creek every Friday at 11 a m; arrive at Waynesville same day by 7 p m.

Leave Waynesville every Saturday at 6 a m; arrive at Turkey Creek same day by 1 p m.

2955 From Wilkesboro' by Deep Gap, to Counsel's Store, 35 miles and back, once a week.

Leave Wilkesboro' every Friday at 6 a m; arrive at Counsel's Store same day by 6 p m.

Leave Counsel's store every Saturday at 6 a m; arrive at Wilkesboro' same da yby 6 p m.

NOTES.

1. Seven minutes are allowed for opening and closing the mails at all offices, where no particular time is specified.

2. Post Office blanks, and mail bags, are to be conveyed without furthes charge on mail lines admitting of such conveyance.

3. In all cases, there is to be a forfeiture of the pay of the trip, when the trip is not run; a forfeiture of at least one-fourth part of it, when the running or arrival is so far behind time as to lose the connection with the a depending mail; and a forfeiture of a due propotion of it, when a grade of service is rendered inferior to that in the contract These forfeituses may be increased into penalties of higher amount, according to the nature or frequency of the failuer and the importance of the mail.

4. Fines will be imposed, unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at a post office, the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for conveying it in a place or manner that exposes it to depredation, loss, or injury; not arriving at the time set. And for setting up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.

5. The Postmaster General may annul the contract for repeated failures; for violating the Post Office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid.

6. The Postmaster General may alter the contract and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, if the employment of additional stock or carriers is endeerd necessary, but, the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. He may also discontinue or curtail the service, he allowing one month's pay on the amount dispensed with.

7. The payments will be made though drafts on post offices or otherwise, after the expiration of each quarter, say in Februrary, May, August, and November.

8. The distances are given according to the best information; but no increased pay will be allowed, should they prove to be greater than is advertised, if the places are correctly named.

9. The Postmaster General is prohibited bp law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do, or not to do anything whatever to induce any other person not to bid for a mail contract.

10. A bid received after time, to wit: the 13th April next at 3 p m, or without the guarantee required by law; or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal, not adjudged to be extravagant.

11. A bidder may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no more connection or other public accommodation is produced. He may ask for a specified number of days for more running time to the trip at certain seasons of peculiary bad roads. But beyond these changes a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid, not set aside for extravagance; and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.

12. There should be but one route bid for in a proposal.

13. The route, the service, the yearly pay, the bidder's name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated.

14. The following is the form of the guaranty which should be filled, the first blank with the name of the guarantor, the second with that of the bidder; and the third and fourth with the beginning and terminating points of the route; and after being dated, should be signed by the guarantor, who must be shown by the witten certificate of a postmaster, or other equally satisfactory testimonial, to be a man of property, and able to make good his guaranty. This guaranty, so certified, should accompany each bid.

"The undersigned —— guaranties that —— if his bid for carrying the mail from —— to —— be accepted by the Postmaster General, ——— shall enter into an obligation prior to the 1st day of July next, with good and sufficient sureties, to perform the service proposed.

"Dated ——"

15. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ——," written on the face of the letter; and should be despatched in time to be received by or before the 13th April next at 3 o'clock, p m.

16. The contracts are to be executed before the 1st July next.

POST OFFICE DEPARTMENT, Jan 7, 1843.

Jan. 11, 1842. 95...12t

TO FAMILIES & INVALIDS.

The following indispensable family remedies may be found at the villages, rural stores, and soon at every country store in the state. Remember and never get them unless they have the fac-simile signature of

Comstock & Co. on the wrapper, as all others by the same names are base impositions and counterfeits. If the merchant nearest you has them not, urge him to procure them at 71 Maiden-lane, the next time he visits New York, or to write for them. *No family should be a week without these remedies.*

BALDNESS

BALM OF COLUMBIA, FOR THE HAIR, which will stop it if falling out, or restore it on bald places; and on children make it grow rapidly, or on those who have lost the hair from any cause.

ALL VERMIN that infest the heads of children in schools, are prevented or killed by it at once.—Find the name of *Comstock & Co.* on it, or never try it. *Remember this also.*

RHEUMATISM, and LAMENESS

positively cured, *and all shrivelled muscles and limbs* are restored, in the old or young, by the INDIAN VEGETABLE ELIXIR AND NERVE AND BONE LINIMENT—but never without the name of Comstock & Co. on it.

PILES &c

are wholly prevented, or governed if the attack has come on, if you use the *only* true HAYS' OINTMENT, from *Comstock & Co.* ALL OTHERS and every thing relieved by it that admits of an outward application. It acts like a charm. Use it.

HORSES that have Ringbone, Spavin, Wind-Galls, &c., are cured by Roofs' SPECIFIC; and *Foundered* horses entirely cured by Roofs' Founder Ointment. Mark this, all horsemen.

Dalley's Magical Pain Extractor Salve.—The most extraordinary remedy ever invented for all new or old

BURNS & SCALDS

and sores, and sore EYES It has delighted thousands. It will take out all pain in ten minutes, and no failure. It will cure the PILES

LIN'S SPREAD PLASTERS.

A better and more nice and useful article never was made. All should wear them regularly.

LIN'S TEMPERANCE BITTERS: on the principle of substituting the *tonic* in place of the *stimulant* principle, which has reformed so many drunkards. To be used with

LIN'S BLOOD PILLS, superior to all others for cleansing the system and the humors affecting the blood, and for all irregularities of the bowels, and the general health. [See Dr. LIN's signature, thus:] *Doctor C. Lin*

HEADACHE

DR. SPOHN'S HEADACHE REMEDY will effectually cure sick headache, either from the NERVES or bilious. Hundreds of families are using it with great joy.

DR. SPOHN'S ELIXIR OF HEALTH, for the certain prevention of FEVERS or any general sickness; keeping the stomach in most perfect order, the bowels regular, and a determination to the surface. COLDS COUGHS pains in the bones, hoarseness, and DROPSY are quickly cured by it. Know this before using.

CORNS.—The French Plaster is a sure cure.

hair any shade you wish, but will not color the skin

SARSAPARILLA. COMSTOCK'S COMPOUND EXTRACT. There is no better preparation of Sarsaparilla that can exceed or equal this If you are sure to get Comstock's, you will find it superior to all others. It does not require puffing.

DR. LIN'S CELESTIAL BALM OF CHINA.

A positive cure for the piles, and all external ailings—all internal irritations brought to the surface by friction with this Balm;—for in coughs, swelled or sore throat, tightness of the chest, this Balm applied on a flannel will relieve and cure at once. Fresh wounds or old sores are rapidly cured by it

Dr. Bartholemew's EXPECTORANT

will prevent or cure all incipient consumption.

COUGHS & COLDS

taken in time, and is a delightful remedy. Remember the name, and get *Comstock's.*

KOLMSTOCK'S VERMIFUGE will eradicate all WORMS in children or adults with a certainty quite astonishing. It sells with a rapidity almost incredible, by *Comstock & Co.* New York.

TOOTH DROPS. KLINE'S—cure effectually.

Entered according to act of Congress, in the year 1842, by *Comstock & Co.*, in the Clerk's office of the Southern District of New York.

By applying to our agents in every town and village, papers may be had free, showing the most respectable names in the country for these facts, so that no one can fail to believe them.

☞ **Be sure you call for our articles, and not be put off with any stories, that others are as good. HAVE THESE OR NONE should be your motto—*and these never can be had genuine without our names to them.* All these articles to be had wholesale and retail only of us.**

Comstock & Co. Wholesale Druggists, 71 Maiden-Lane, New York, and other agents. All the above articles for sale by S. YATES. Charlotte, N. C.

JOB PRINTING

executed at the "Jeffersonian" Office.

Mail Proposals.

[Concluded from 1st page.]

miles any back t[illegible] times a week in four horse post coaches.

Leave Greensb[illegible]o' every Tuesday, Thursday and Saturday at 1 p m; arrive at Salisbury next days by 6 a m.

Leave Salisbury every Tuesday, Thursday and Saturday at 7 a m; arrive at Greensboro' same days by 12 p m.

2875 From Greensboro', by Shaw's Mills, Clapp's, Holt's Store, Hillsborn, Rock Creek, Snow Camp, Sandy Grove, Liddick, Hickory Mountain, Cane Creek, Hadly's Mills and Rock Rest to Pittsboro', 68 miles and back once a week.

Leave Greensborro' every Thursday at 6 a m; arrive at Pittsboro' next day by 5 p m.

Leave Pittsboro' every Saturday at 6 a m; arrive at Greensboro' next day by 5 p m.

2876 From Greensboro' by Fentriss, Centre and New Salem to Ashboro', 28 miles and back once a week.

Leave Greensboro' every Tuesday at 9 a m; arrive at Ashboro' same day by 6 p m.

Leave Ashboro' every Wednesday at 6 a m; arrive at Grensboro' same day by 3 p m.

2877 From Greensboro' by Hillsdale, Mount Zion, Troublesome, Reidsville and Rawlingburg, to Danville, Va, 52 miles and back, three times a week in 4 horse post coaches.

Leave Greensboro' every Monday Wednesday and Friday at 10 a m; arrive at Danville same days by 10 p m.

Leave Danville every Tuesday Thursday and Saturday at 1 a m; arrive at Greensboro' some days by 12 m.

Proposals for two horse coach service will be considered.

Proposals to run by Wentworth instead of Reidsville will also be considered.

2878 From Greensboro' by New Garden, Friendship, Kernersville, Limestone Well, Salem, Oldtown, Bethania, Little Yadkin, Tom's Creek, Mount Airy, New Grayson, Va., Hillsville, Austinville and Jackson's Ferry to Witheville, Va. 120 miles and back, three times a week in two horse coaches.

Leave Greensboro' every Tuesday, Thursday and Saturday, at 1 p m; arrive at Wytheville every Thursday, Saturday and Tuesday by 1 p m.

Leave Wytheville every Monday Wednesday and Friday at 8 [illegible]m; arrive at Grensboro' every Wednesday, Friday and Monday by 8 a m.

☞ Proposals to carry in 4 horse coaches will be considered.

2879 From Reidsville by Wentworth to Leaksville, 16 miles and back twice a week.

Leave Reidsville every Wednesday and Saturday at 6 a m; arrive at Leaksville same days by 12 m.

Leave Leaksville every Wednesday and Saturday at 1 p m; arrive at Reidsville same days by 6 p m.

2880 From Reidsville by Lawson's Store, Blackwell's and Sergeantsville to Milton, 35 miles and back once a week.

Leave Reidsville every Wednesday at 6 a m, arrive at Milton same day by 5 p m.

Leave Milton every Thursday at 6 a m; arrive at Reidsville same day by 5 p m.

2881 From Hillsdale by Summerfield and Oak Ridge, and Belew's Creek to Kernersville, 19 miles and back once a week.

Leave Hillsdale every Friday at 7 a m; arrive at Kernersville same day by 12 m.

Leave Kernersville every Friday at 1 p m; arrive at Hillsdale same day by 6 p m.

2882 From Hillsdale by Pleasantville to Madison, 15 miles and back once a week.

Leave Hillsdale every Wednesday at 6 a m, arrive at Madison same day by 11 a m.

Leave Madison every Wednesday at 1 p m; arrive at Hillsdale same day by 6 p m.

2883 From Wentworth by Eagle Falls, Ayresville, Crooked Creek, Colesville, Boyle's Store, and Big Creek to Mount Airy, 61 miles and back once a week.

Leave Wentworth every Thursday at 6 a m; arrive at Mount Airy next day by 12 m.

Leave Mount Airy every Friday at 1 p m; arrive at Wentworth next day by 6 p m.

2884 From Salem by Panther Creek, Huntsville, Hamptonville, Chapell's ⋈ Roads, New Castle, Elder Branch, Wilkesboro', Church's Store, Reddy's River, Jefferson, North Fork, Taylorsville, Te., Moore's Ironworks, Dugger's Ferry, Hampton and Elizabethtown to Jonesboro', 171 miles and back, three times a week in two horse coaches.

Leave Salem every Monday, Wednesday and Friday at 6 a m; arrive at Jonesboro', every Wednesday Friday and Sunday by 6 p m.

Leave Jonesboro' every Tuesday, Thursday and Saturday at 6 a m; arrive at Salem every Thursday, Saturday and Tuesday by 6 p m.

Proposals for four horse coach service will be considered.

2885 From Salem, by Germanton, Red Shoals, and Colesville to Patrick c h, Virginia, 50 miles and back once a week. Columbia Inn to be supplied on the return trip.

Leave Salem every Sunday at 4 a m; arrive at Patrick c h same day by 10 p m.

Leave Patrick c h every Monday at 6 a m; arrive at Salem next day by 10 a m.

2886 From Salem, by Columbia Inn, Blakely, Madison and Organsville to Martinsville, Va. 50 miles and back once a week.

Leave Salem every Friday at 6 am; arrive at Martinsville next day by 12 m.

Leave Martinsville every Saturday at 1 p m; arrive at Salem next day by 7 p m.

2887 From Salem, by Midway, to Lexington, 21 miles and back, three times a week in two horse coaches.

Leave Salem every Monday, Wednesday and Friday at 7 a m; arrive at Lexington same days by 12 p m.

Leave Lexington every Tuesday, Thursday, and Saturday at 1 p m; arrive at Salem same day by 6 p m.

☞ Proposals to carry on horseback once a week are invited.

2888 From Salem, by Clemmonsville, Mocksville, County Line and Oak Forest to Statesville, 56 miles and back twice a week.

Leave Salem every Sunday and Wednesday at 6 a m; arrive at Statesville next days by 11 a m.

Leave Statesville every Monday and Thursday at 1 p m; arrive at Salem next days by 6 p m.

☞ Proposals for carrying in two horse coaches will be considered.

2889 From Bethania, by Vienna, Red Plains, Forbush and Dowel Town to Hamptonville, 30 miles and back once a week.

Leave Bethania every Saturday at 7 a m; arrive at Hamptonville same day by 5 p m.

Leave Hamptonville every Friday at 7 a m; arrive at Bethania same day by 5 p m.

2890 From Doweltown by Rockford and Jadesville to Lower's Store, 50 miles and back once a week.

Leave Doweltown every Tuesday at 6 a m; arrive at Bowers Store next day by 11 a m.

Leave Bowers Store every Wednesday at 1 p m; arrive at Doweltown next day by 6 p m.

2891 From Rockford, by Walnut Lane, Jonesville, and Brier Creek, to Wilkesboro', 40 miles and back, once a week.

Leave Rockford every Friday at 5 a m; arrive at Wilkesboro' same day by 6 p m.

Leave Wilkesboro every Thursday at 5 a m; arrive at Rockford same day by 6 p m.

2892 From Rockford, by Siloam, Stony Ridge, Wolf's and Little Yadkin, to Germanton, 29 miles and back, once a week.

Leave Rockford every Sunday at 6 a m; arrive at Germanton same day by 4 p m.

Leave Germanton every Saturday at 6 a m, arrive at Rockford same day by 4 p m.

2893 From Hamptonville, by Zion, New Hope, Mount Pisgah, and Liberty Hill, to Statesville, return by Liberty Hill, Snow Creek, and Williamsburg, to Hamptonville, equal to 36 miles and back, once a week.

Leave Hamptonville every Monday at 6 a m; arrive at Statesville same day by 6 p m.

Leave Statesville every Tuesday at 6 a m; arrive at Hamptonville same day by 6 p m

2894 From New Castle to Trap Hill, 16 miles and back once a week.

Leave New Castle every Thursday at 1 p m; arrive at Trap Hill same day by 6 p m.

Leave Trap Hill every Thursday at 7 a m; arrive at New Castle same day by 12 m.

2895 From New Castle, by Brier Creek, Hay Meadow, Mulberry, and Laurel Spring, to mouth of Wilson Creek, 50 miles and back, once in two weeks.

Leave New Castle every other Thursday at 8 a m, arrive at mouth of Wilson Creek next day by 12 m.

Leave mouth of Wilson Creek every other Friday at 1 p m; arrive at New Castle next day by 6 p m.

2896 From Wilkesboro' by Elkville, Fort Defiance, Lenoir c h, and Copenhagen, to Morgantown 49 miles and back, once a week.

Leave Wilkesboro' every Monday at 6 a m; arrive at Morgantown next day by 10 a m.

Leave Morgantown every Tuesday at 1 p m; arrive at Wilkesboro' next day by 5 p m.

2897 From Morgantown, by Brindletown, Minersville, and Pinckney, to Rutherfordton, 46 miles and back, twice a week.

Leave Morgantown every Wednesday and Saturday at 6 a m, arrive at Rutherfordton same days by 6 p m.

Leave Rutherfordton every Tuesday and Friday at 6 a m, arrive at Morgantown same days by 6 p m.

2898 From Morgantown, by Love Lady, Catawba View, Whittenburg, Little River, and Grassy Fork, to James ⋈ Roads, 47 miles and back, once a week. Deal's Mills to be supplied once a week, on the return trip.

Leave Morgantown every Friday at 6 a m, arrive at James ⋈ Roads next day by 11 a m.

Leave James ⋈ Roads every Saturday at 1 p m, arrive at Morgantown next day by 6 p m.

2899 From Morgantown by Linville River, North Cove, Bakersville, Burnsville, Bald Creek, Ivy, Stockville, to Ashville, 97 miles and back once a week—return by Young's instead of Bakersville.

Leave Morgantown every Saturday at 6 a m, arrive at Ashville every Monday by 4 p m.

Leave Ashville every Wednesday at 6 a m, arrive at Morgantown every Friday by 4 p m.

2900 From Morgantown by Perkinsville, Collettsville, Globe, Sugar Grove, Councill's Store, Moret's Mill and Elk ⋈ Roads, to Jefferson, 75 miles and back, once a week.

Leave Morgantown every Saturday at 5 a m, arrive at Jefferson next day by 6 p m.

Leave Jefferson every Thursday at 5 a m, arrive at Morgantown next day by 6 p m.

2901 From Pleasant Garden by Turkey Cove and Bakersville to Elizabethtown, Ten., 67 miles and back, once a week.

Leave Pleasant Garden every Wednesday at 6 a m, arrive at Elizabethtown next day by 5 p m.

Leave Elizabethtown every Friday at 6 a m, arrive at Pleasant Garden next day by 5 p m.

2902 From Statesville by Turner's Store, Sherill's Ford and Mountain Creek, to Lincolnton, 36 miles and back, once a week.

Leave Statesville every Sunday at 6 a m, arrive at Lincolnton same day by 6 p m.

Leave Lincolnton every Monday at 6 a m, arrive at Statesville same day by 6 p m.

2903 From Statesville by Fancy Hill, Stoney Point, James' ⋈ Roads and Bogles', to Wilkesboro', 38 miles and back, once a week.

Leave Statesville every Sunday at 6 a m, arrive at Wilksboro' same day by 6 p m.

Leave Wilksboro' every Saturday at 6 a m, arrive at Statesville same day by 6 p m.

2904 From Statesville by Bethany Church, Tabor Church, Houstonville, Hamptonville, Dowelltown Rockford, Scull Camp, Haystack, to Mount Airy, 84 miles and back, once a week.

Leave Statesville every Wednesday at 6 a m, arrive at Mount Airy next day by 8 p m.

Leave Mount Airy every Friday at 6 a m, arrive at Statesville next day by 6 p m.

2905 From Salisbury by Miranda, Spring Grove, Deep Well, Mount Mourne, Beattie's Ford, Catawba Springs, Vesuvius Furnace, Graham's Forge, Lincolnton, Wilsonville, Garner's Ford, Rutherfordton ad Fairview to Ashville, 136 miles and back, 3 times a week, in four horse post coaches.

Leave Salisbury every Sunday, Wednesday and Friday at 7 a m, arrive at Asheville, Tuesday, Friday and Sunday by 3 a m.

Leave Ashville every Sunday, Tuesday and Thursday at 6 a m, arrive at Salisbury every Tuesday, Thursday and Saturday by 6 a m.

☞ Proposals to run with two horse coaches are invited.

2906 From Salisbury by Mount Vernon, Mocksville and Farmington, to Huntsville, 39 miles and back, once a week.

Leave Salisbury every Saturday at 6 a m, arrive at Huntsville same day by 7 p m.

Leave Huntsville every Friday at 6 a m, arrive at Salisbury same day by 7 p m.

2907 From Salisbury by Rockville, Kendall's Store, Albemarle, Norwood, Cedar Hill, Beverly, Wadesboro', Morven and Sneedsboro', to Cheraw, S. C., 85 miles and back, three times a week, in two horse coaches.

Leave Salisbury every Monday, Wednesday and Friday at 9 a m, arrive at Cheraw next days by 5 p m.

Leave Cheraw every Monday, Wednesday and Friday at 9 a m, arrive at Salisbury next days by 5 p m.

2908 From Salisbury by China Grove, Coleman's, Concord, Harrisburg, Charlotte, White Hall and Ranaleburg to Yorkville, S. Ca., 71 miles and back, three times a week in two horse coaches.

Leave Salisbury every Monday, Wednesday and Friday at 7 a m, arrive at Yorkville next days by 7 a m.

Leave Yorkville every Monday, Wednesday and Friday at 6 a m, arrive at Salisbury next days by 6 a m.

Proposals for four-horse coach service between Salisbury and Charlotte will be considered.

2909 From Salisbury by Houston's Store, Wood Grove, Cowansville, Statesville, Poplar Grove, Hokesville, Eavesville, Drowning Creek, Morgantown, Locust Grove, Pleasant Garden, Old Fort and Swannano to Asheville, 152 miles and back, twice a week in two horse coaches.

Leave Salisbury every Sunday and Wednesday at 7 a m, arrive at Ashville every Tuesday and Friday by 3 a m.

Leave Ashville every Sunday and Thursday at 6 a m, arrive at Salisbury every Tuesday and Friday by 3 a m.

Proposals for tri-weekly service, also to run with four-horse post coaches will be considered.

2910 From Jamestown to Deep River, 7 miles and back, once a week.

Leave Jamestown every Wednesday at 9 a m, arrive at Deep River same day by 11 a m.

Leave Deep River every Wednesday at 6 a m, arrive at Jamestown same day by 8 a m.

2911 From Jamestown by Hunt's Store, Fair Grove, La Grange, New Market, New Salem, Sandy Creek, Troy's Store, Long's Mills, Patterson's Store, Snow Camp, Lindley's Store, and White Cross, to Chapel Hill, 89 miles and back once a week, Hunt's Forks to be supplied once a week on the going trip.

Leave Jamestown every Wednesday at 6 a m, arrive at Chapel Hill next day by 7 p m.

Leave Chapel Hill every Friday at 6 a m, arrive at Jamestown next day by 7 p m.

2912 From Pittsboro by Haywood, Martha's Vineyard, Chalk Level and Northington, to Harrington, 36 miles and back, once a week.

Leave Pittsboro every Tuesday at 5 a m, arrive at Harrington same day by 12 m.

Leave Harrington every Wednesday at 6 a m, arrive at Pittsboro' next day by 7 p m.

2913 From Pittsboro by Pedlar's Hill, Gulph, Tyson's Store, Prosperity and Temperance Hill, to Carthage, 38 miles and back, once a week.

Leave Pittsboro every Friday at 5 a m, arrive at Carthage same day by 6 p m.

Leave Carthage every Saturday at 5 a m, arrive at Pittsboro same day by 6 p m.

2914 From Pittsboro by Emmerson's Tan Yard, Vickarage, Moffits Mills, Brower's Mills and Mechanics Hill, to Caledonia, 58 miles and back, once a week.

Leave Pittsboro every Saturday at 6 am, arrive at Caledonia next day by 4 p m.

Leave Caledonia every Mon[illegible] a m, arrive at Pittsboro next day by 4 p m.

2915 From Ashboro by Moffit's Mills, Waddell's Ferry and Brower's Mills, to Prosperity, 30 miles and back, once a week.

Leave Ashboro every Friday at 6 a m, arrive at Prosperity same day by 5 p m.

Leave Prosperity every Thursday at 6 a m, arrive at Ashboro same day by 5 p m.

2916 From Lawrenceville by Harrisville, Chisholm's Store and Wind Hill, to Mount Lebanon, return by Jackson Hill, Milledgeville and Stoney Gap to Lawrenceville, equal to 33 miles, once a week.

Leave Lawrenceville every Wednesday at 6 a m, arrive at Mt. Lebanon same day by 5 p m.

Leave Mt. Lebanon every Tuesday at 6 a m, arrive at Lawrenceville same day by 5 p m.

2917 From Lawrenceville, by Mount Gilead, Dumas's Store, Pee Dee, to Wadesboro, 28 miles and back, once a week.

Leave Lawrenceville every Sunday at 7 a m, arrive at Wadesboro same day by 4 p m.

Leave Wadesboro every Saturday at 7 a m, arrive at Lawrenceville same day by 4 p m.

2918 From Wadesboro by Lilesville, Tindalsville, and Rockingham, to Laurel Hill, 40 miles and back, twice a week in two horse coaches.

Leave Wadesboro every Monday and Thursday at 4 a m, arrive at Laurel Hill same days by 2 p m.

Leave Laurel Hill every Tuesday and Friday at 6 a m, arrive at Wadesboro same day by 4 p m.

2919 From Wadesboro, by Lanesboro, Jenkins' Store, Coburn's Store, Orrville, Maxwell's Store, to Charlotte, 51 miles and back, once a week.

Leave Wadesboro every Wednesday at 6 a m, arrive at Charlotte next day by 11 a m.

Leave Charlotte every Thursday at 1 p m, arrive Wadesboro next day by 6 p m.

2920 From Wadsboro, by Poplar Hill, White's Store, Lane's Creek, Beaver Dam, Richardson's Creek, Jenkin's Store, Hammond's Store, and Dimond Hill, to Wadesboro, equal to 36 miles, once a week.

Leave Wadesboro every Monday at 6 a m, arrive at Wadesboro next day by 6 p m.

2921 From Cheraw, S. C., by Stewartsown, N. C, Rockingham, Dockery's Store, Covington, Powellton, Marion, Butler's Mills, Simmons' Tan Yard and Pounding Branch, to Sugg's Bridge, 67 miles and back, once a week; return by Wickliffe and Bostick's Mills, instead of Powellton, Covington, and Dockery's Store.

Leave Cheraw, S. C. every Thursday at 6 a m, arrive at Sugg's Bidge next day by 5 p m.

Leave Sugg's Bidge every Saturday at 6 a m, arrive at Cheraw, S C., next day by 5 p m.

2922 From Charlotte, by Sharon, Hemphill's Store, Providence, Wolfsville, and Jacksonham, S. C. to Lancaster c h, 42 miles and back, once a week.

Leave Charlotte every Friday at 6 a m, arrive at Lancaster c h, same day by 7 p m.

Leave Lancaster c h, every Thursday at 6 a m, arrive at Charlotte same day by 7 p m.

2923 From Charlotte, by Mount Seer, Pleasant, Valley, S C, Bellar, Cureton's Store, Lancaster c h, Pleasant Hill, Smdton, and Flat Rock, to Camden, 77 miles and back, twice a week in two horse coaches.

Leave Charlotte every Monday and Thursday at 8 a m, arrive at Lancaster, c h, same days by 8 p m.

Leave Lancaster c h, every Tuesday and Friday at 5 a m, arrive at Camden same days by 3 p m.

Leave Camden every Monday and Thursday at 8 a m, arrive at Lancaster c h, same days by 8 p m, and at Charlotte next days by 6 p m.

Proposals to carry three times a week; also in four-horse post coaches, will be considered.

2924 From Charlotte, by Tuckasege, and Woodlawn, to Lincolnton, 35 miles and back, twice a week in two horse coaches.

Leave Charlotte every Monday and Thursday at 4 a m, arrive at Lincolnton same days by 12 m.

Leave Lincolnton every Sunday and Wednesday at 8 a m, arrive at Charlotte same days by 4 p m.

Proposals to carry three times a week will be considered.

2925 From Charlotte by Martindale, Hopewell, Mountain Island, Forney's, and Cottage Home, to Beattie's Ford, 31 miles and back, once a week.

Leave Charlotte every Tuesday at 6 a m, arrive at Beatties Ford same day by 4 p m.

Leave Beattie's Ford every Monday at 8 a m, arrive at Charlotte same day by 6 p m.

2926 From Charlotte by Equality, Steele Creek, South Point, Stowesville, Erasmus, Catawba Creek, and Hoylesville, to Lincolnton, 51 miles and back, once a week.

Leave Charlotte every Tuesday at 6 a m, arrive at Lincolnton next day by 11 a m.

Leave Lincolnton every Wednesday at 1 p m, arrive at Charlotte next day by 6 p m.

2927 From Charlotte by Alexandriana, Hickory Grove, Davidson's College, Mount Mourne, and Fallstown, to Statesville, 41 miles and back, once a week.

Leave Charlotte every Saturday at 5 a m, arrive at Statesville same day by 7 p m.

Leave Statesville every Friday at 5 a m, arrive at Charlotte same day by 7 p m.

2928 From Concord by Flint Hill and Mill Grove, to Davidson College, return by Unity and Mill Hill to Concord, equal to 21 miles, once a week.

Leave Concord every Wednesday at 5 a m, arrive at Davidson College same dayby 10 a m.

Leave Davidson College every Wednesday at 2 p m, arrive at Concord same day by 7 p m.

2929 From Concord by Kirkland, Welch's Mills, Pioneer Mills, Morrison's Tan Yard, Clear Creek, Coburn's Store, Fulwood's Store, Oakville, Sweet Home, Walkersville, Jacksonham, S. C. to Lancaster c h, 73 miles and back, once a week.

Leave Concord every Wednesday at 8 a m, arrive at Lancaster c h next by 7 p m.

Leave Lancaster c h every Friday at 6 a m, arrive at Concord next by 5 p m.

2930 From Concord by Mount Comfort, to Bost's Mills, 16 miles and back, once a week.

Leave Concord every Monday at 2 p m, arrive at Bost's Mills same day by 7 p m.

Leave Bost's Mills every Monday at 8 a m, arrive at Concord same day by 1 p m.

2931 From Beattie's Ford by Sherrell's Ford and Lowrance's Mills, to Hokesville, and return by Flint Rock, Willow Grove, Lowrance Mills, Mountain Creek, and Dry Ponds, to Beattie's Ford, equal to 27 miles, once a week.

Leave Beattie's Ford every Wednesday at 5 a m, arrive at Hokesville same day by 12 m.

Leave Hokesville every Wednesday at [illegible] rive at Beattie's Ford same day by 9 [illegible]

2932 From Lincolnton by Killian[illegible] Grove, Wiltong's Mills, Ea[illegible] Catawba View, 33 miles a[illegible] once a week.

Leave Lincolnton ev[illegible]day at 6 a m, arrive at Catawba View [illegible]day by 5 p m.

Leave Catawb[illegible] every Saturday at 5 a m, arrive at Lincol[illegible] same day by 4 p m.

2933 From L[illegible]ton, by Siegle's Store, Warlick's Store, a[illegible] Grove, to Morgantown, 40 miles and back[illegible] a week.

Leave Linco[illegible] every Friday at 6 a m, arrive at Mull Grov[illegible]day by 6 p m.

Leave M[illegible]ro every Saturday at 6 a m, arrive at Li[illegible] same day by 6 p m.

Propo[illegible] carry in two horse coaches will be c[illegible]

[illegible] From Lincolnton, by Long Creek, Shoals, [illegible], and Crowder's Creek, to Yorkville, S. C., 38 [illegible] once a week.

[illegible] at Yorkville same day by 6 p m.

Leave Yorkville every Tuesday at 8 a m, arrive at Lincolnton same day by 6 p m.

Proposals to carry in two horse coaches, will be considered.

2935 From Lincolnton, by Buffalo, Swangstown, Erwinsville, Limestone Springs, S. C., & Hurricane, to Spartanburg, 62 miles and back, twice a week, in two horse coaches.

Leave Lincolnton every Monday and Thursday; at 8 a m, arrive at Spartanburg next days by 6 p m.

Leave Spartanburg every Sunday and Thursday at 5 a m, arrive at Lincolnton next days by 11 am,

Proposals to run by Shelby and Cherokee Ford, will be considered.

2936 From Rutherfordton, by White Oak, Sandy Plains, Earlesville, S. C., Gowensville, Caldwell and Milford, to Greenville c h, 52 miles and back, once a week.

Leave Rutherfordton every Friday at 6 a m, arrive at Greenville c h, next day by 11 a m.

Leave Greenville c h every Saturday at 1 p m arrive at Rutherfordton next day by 7 p m.

2937 From Rutherfordton, by High Shoals, Mooresborough, and Birchettsville, to Erwinsville, return by Bushy Creek, Garnersford, Rockwell, Duncan's Creek, and Ebenezer, to Rutherfrodton equal to 38 miles, once a week.

Leave Rutherfordton every Wednesday at 5 a m, arrive at Erwinsville same day by 6 p m.

Leave Erwinsville every Thursday at 5 a m, arrive at Ruthetfordton same day by 6 p m.

Proposals [illegible]d the route at Cherokee Ford instead of Erwinsville, will be considered.

2938 From Rutherfordton, by Pinckney, Golden Valley, Minersville, and Military Grove, to Pleasant Garden; return by Montford's Cove, to Rutherfordton, equal to 41 miles, once a week.

Leave Rutherfordton every Friday at 8 a m, arrive at Pleasant Garden next day by 11 a m.

Leave Pleasant Garden every Saturday at 1 p m, arrive at Rutherfordton next day by 12 m.

2939 From Rutherfordton, by Webbsford, Bushy Creek, Shelby, Buffalo, Muddy Fork, and King's Mountain, to Fall's, 54 miles and back, once a week

Leave Rutherfordton every Saturday at 6 a m arrive at Falls next day by 10 a m.

Leave Falls every Sunday at 1 p m, arrive at Rutherfordton next day by 5 p m.

2940 From Ashville, by Sulphur Springs, Mill River, Claytonville, Davidson's River, to Cathey's Creek, 38 miles and back, once a week.

Leave Ashville every Friday at 6 a m, arrive at Cathey's Creek same day by 6 p m.

Leave Cathey's Creek every Saturday at 6 a m, arrive at Ashville same day by 6 p m.

2941 From Ashville by Pigeon River, Waynesville, Scott's Creek, Franklin, Tennessee River and Clayton, Ga., to Clarksville, 120 miles and back, twice a week.

Leave Ashville every Monday and Friday at 5 a m, arrive at Clarksville every Wednesday and Sunday by 6 p m.

Leave Clarksville every Monday and Thursday at 5 a m, arrive at Ashville every Wednesday and Saturday by 6 p m.

Proposals to carry in two-horse coaches will be considered.

2942 From Ashville by Turkey Creek, Pigeon River and Forks of Pigeon to Waynesville, 40 miles and back, once a week.

Leave Ashville every Friday at 5 a m, arrive at Waynesville same day by 7 p m.

Leave Waynesville every Saturday at 5 a m, arrive at Ashville same day by 7 p m.

2943 From Franklin by Jamesville, Rossville Murphey c h and Ivy Log, to Blairsville, Ga., 56 miles and back once a week.

Leave Franklin every Sunday at 6 a m, arrive at Blairsville next day by 6 p m.

Leave Blairsville every Tuesday at 7 a m, arrive at Franklin next day by 5 p m.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in North Carolina, for the nett proceeds of said offices, respectively, limited to a sum to be named in the proposals in each case.

Abbott's Creek from Brummell's, 5 miles and back, once a week.

[illegible] Branch from Friends Depot, 7 miles and back, once a week.

Core Creek from Newbern, 16 miles and back, once a week.

Dillonsville from Ingramsville, 6 miles and back, once a week.

Fulton from Smith Grove, 5 miles and back, once a week.

Franklinville from Ashboro, 8 miles and back once a week.

Fulton from Mocksville, 5 miles and back, once a week.

Grove Hill from Warrenton, 9 miles and back, once a week.

Hopewell from Martindale, 7 miles and back, once a week.

Houston's Store from Wood Grove, 5 miles and back, once a week.

Jersey Settlement from Lexington, 8 miles and back, once a week.

John's River from Harper's Store, 8 miles and back, once a week.

Kinderhook from Warrenton, 12½ miles and back, once a week.

Newby's Bridge from Hertford, 9 miles and back, once a week.

Nixon's from Ashboro, 9 miles and back, once a week.

Parson's Mills from Jamestown, 6 miles and back, once a week.

Philip's Store from Hilliardstown, 8 miles and back, once a week.

Sandy Run from Birchettsville, 7 miles and back, once a week.

Stump Sound from Foy's Store, 14 miles and back once a week.

Thompson's Store from Alleman, 6 miles and back, once a week.

Waddell's Ferry from Brown's Mills, 2 miles and back, once a week.

NOTES.

1. Seven minutes are allowed for opening and closing the mails at all offices, where no particular time is specified; but on railroad and steamboat routes there is to be no more delay than is necessary to deliery and receive the bags.

2. The mail is to be conveyed in preference to passsengers, and to their entire exclusion, if its weight and bulk require it.

3. A preference is to be given to passengers brought in the connecting mail lines over those travelling in any other.

4 Post Office blanks, mail bags, and the special agents of the Department on the exhibition of their credentials, are to be conveyed without further charge on mail lines admitting of such conveyance.

5. Special agents are to be conveyed without charge on principal railroad and steamboat lines, where the time of the mails and the number of the officcs will require their employment by the Department, and in that case a separate apartment for the assorting and safe-keeping of the mail, is to be provided by the contractor under the direction of the Department.

6. In all cases, there is to be a forfeiture of the pay of the trip, when the trip is not run; a forfeiture of at least one-fourth part of it, when the running or arrival is so far behind time as to lose the connection with a depending mail; and a forfeiture of a due proportion of it, when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties of higher amount, according to the nature or frequene of the failure and the importance of the mail.

7. Fines will be imposed, unless the delinquency be satisfactorily explained in due time, for failing to take from or deliver at a post office, the mail, or [illegible] lost, or destroyed; for conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs on the route, [illegible] specified equal to a quarter's pay.

8. Postmaster General may annul [illegible] for repeated failures; for violating the laws; for disobeying the instructions of the Department; for refusing to discharge a carrier required by the Department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid.

The Postmaster General may alter [illegible] and alter the schedule, he allowing a [illegible] crease of compensation, within the [illegible] posed by law, for the additional service [illegible] for the increased speed, if the employment of additional stock or carriers is rendered necessary. The contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to [illegible] He may also [illegible] allowing one [illegible] pay [illegible] dispensed with.

10. The payments will be made through drafts on post offices or otherwise, after the expiration of each quarter, say in February, May, August, and November.

11. The distances are given according to the best information; but no increased pay will be allowed, should they prove to be greater than [illegible] advertised-if the places are correctly named.

12 The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mail with anyperson who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or berform, any consideration to do, or not to do, anything whatever to induce any other person not to bid for a mail contract.

13 On coach routs where the present contractor, shall be superseded by an underbidder, who may, not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of his coaches, teams, and aharnessbelonging to the route as shall be needed, tnd may be suitable for the service, at a fair valuation; and make pay ment therefor by reasonable instalments, as his pay becomes due, unless the present contractor shall continue to run stages on the route. Should they not agree as to the suitableness of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final; or the Postmaster General will name the umpire. Should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally. The underbidder should give early notice of his intention to take or not to take the stock, and in the latter, of his reasons; and the present contractor is to determine, on the first application, whether he will sell it or not.

14. A bid received after time, to wit: the 13th April next at 3 p m, or without the guarantee required by law; or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal, but adjudged to be extravagant.

15 A bidder may offer on coach, railroad, or steamboat routes, where that transportation is difficult or impracticable at certain seasons, a substitute horse or wagon conveyance, or to improve the service, a specified number of days, weeks, or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or a steamboat landing, as the case may be, or he may offer to substitute an inferior mode of service in such cases. He may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connection or other public accomodation is precluded. He may ask for a specified number of days for more running time to the trip at certain seasons of peculiarly bad roads. But beyond these changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid, not set aside for extravagance; and where a bid contains any of the above alterations their disadvantages will be estimated in comparing it with other proposals.

16. There should be but one route bid for in a proposal.

17. The route, the service, the year, the bidder's name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated.

18. The following is the form of the guaranty which should be filled, the first blank with the name of the guarantor, the second with that of the bidder; and the third and fourth with the beginning and terminating points of the route; and after being dated, should be signed by the guarantor, who must be shown by the written certificate of a postmaster, or other equally satisfactory testimonial, to be a man of property, and able to make good his guaranty. This guaranty, so certified, should accompany each bid.

"The undersigned —— guarantee that —— if his bid for carrying the mail from —— to —— be accepted by the Postmaster General, —— shall enter into an obligation prior to the 1st day of July next, with good and sufficient sureties, to perform the service proposed.

"Dated——"

19. The bid should be sent under seal addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ——" written on the face of the letter; and should be dispatched in time to be received by or before the 13th April next at 3 o'clock, p m.

20. The contracts are to be executed before the 1st July next.

POST OFFICE DEPARTMENT, Dec[illegible], 1842.
C. A. WICK[illegible]FFE.
Dec. 24, 184[illegible] ...12w.

[illegible] Engine.

THE subscriber would inform the citizens of Mecklenburg, that he is prepared to manufacture Cotton Gins of the most approved [illegible] vesting small-grain on the most approved plan. His long experience in the business [illegible] he hopes, to please all who may favor him with [illegible] Orders for Cradles may be given to the subscriber [illegible] miles west of Charlotte, or if left at the Office of the Charlotte Jeffersonian, they will be promptly attended to [illegible] additional expense. Price for Cradles $1 50 [illegible] and $2 when completely ironed. Work warranted.

MIDDLETON [illegible]G.

March, 7, 1843.

Sale of a Negro.

IN pursuance of an order of the County Court of [illegible] January Term, 1843, I will sell for cash, at the Court House in Charlotte, on the 4th Monday in April next, a negro man SLAVE, who calls himself FRANK. He is about [illegible] years of age, stoutly built, dark complected, [illegible] seven or eight inches high, has a scar on his forehead, was raised in Cheatham county, N. C., and was sold to me by Jonathan Hopkins.

T. N. ALEXANDER, Shff.
And Jailor of Mecklenburg county.
Charlotte, N. C., Jan 23, 1843. 97...tf